

## RAILWAYS—STEAM AND ELECTRIC.

**New Brunswick.**

**WOODSTOCK.**—One of the contractors on the G.T.P. construction work laid before Chief of Police Foster information against Baptiste Theriault, of Salmon River, Victoria county, charging him with selling liquor to the Italian workmen. A hearing was held last week at Perth before G. T. Police Commissioner Hon. L. P. Ferris. Theriault was proven guilty of seven offences. Commissioner Ferris fined him \$50 or three months for each offence. The liquor was seized and ordered to be destroyed. The chief work of the new G.T.P. police is to prevent the sale of liquor in the construction camps, and it is hoped that the firm manner in which Commissioner Ferris has handled this the first case of the kind, will have a wholesome effect.

**Quebec.**

**MONTREAL.**—The Montreal and Southern Counties (electric) Railway Co. have opened offices at 605 and 606 Canadian Express Building, McGill Street, Montreal. W. B. Powell, manager; J. A. Burnett, superintendent and electrical engineer. Work is now proceeding on the Montreal-St. Lambert section of this road, and entry into the city of Montreal has been arranged for.

**Ontario.**

**HAMILTON.**—The prospects of work being started on the Hamilton, Waterloo and Guelph Railway are bright. Although not very successful with Old Country financiers, John Patterson and his associates think they now have a good chance of getting the money at once for the construction of the line.

**LONDON.**—The C.P.R. are replacing the present rails of their line between London and Detroit with heavy 80-pound steel, the heavy traffic over the line making this compulsory. The work will be extended over two or three seasons, and each year a certain portion of the present line will be thus improved. This year the section between Hyde Park and Caradoc is being relaid, and the work will be completed during the coming week. Construction gangs have been busily employed thereon for some time past under the resident engineer, Mr. Thornton.

**Manitoba.**

**PORTAGE LA PRAIRIE.**—Mr. H. A. K. Drewry, assistant engineer of the Railway Commission, came most of the way down from Saskatoon on a special yesterday. Mr. Drewry inspected the road for the Commission from Asquith to Saskatoon and from Saskatoon to Lanigan. The Asquith stretch of track is in good condition, and the roadbed from Saskatoon to Lanigan will be first-class as soon as the ballasting is completed. It is expected that this will be finished in about three weeks, as only about twenty-two miles remains to be done.

**Saskatchewan.**

**PRINCE ALBERT.**—Dalmeny to Carlton branch of the C.N.R. is just about completed and the grading outfit has been ordered to start work on the C.N.R. extension to Battleford through the Shellbrook district. This line will be continued through to Calgary.

**British Columbia.**

**VICTORIA.**—The C.N.R. shops have been temporarily closed and official notice given to the employees to the effect that they would not open again until July 2nd. The shops have been closed upon other occasions, but only for about a week at a time. It is not yet known whether the closing down affects all the mechanics, boilermakers, machinists and blacksmiths, but if so over 400 men will be out of employment.

## TENDERS.

**Ontario.**

**HAMILTON.**—Tenders for Heating Apparatus, Armory, Hamilton, Ont., will be received until Friday, June 26, 1908. Fred. Gelinat, secretary. Department of Public Works, Ottawa.

**OTTAWA.**—Tenders for fog alarm machinery will be received up to noon of the first day of July, 1908, for supplying the machinery required by the Department of Marine and Fisheries for fog alarm purposes during a period of one or three years, at the option of the Minister of Marine and Fisheries. G. J. Desbarats, Acting Deputy Minister of Marine and Fisheries.

**OTTAWA.**—Tenders for Trent Canal will be received at this office until 16 o'clock on Wednesday, the 15th July, 1908, for deepening and improving of a channel way from a point in Cook's Bay, Lake Simcoe, Ontario, to the mouth of and up the Holland River, and the east branch thereof to the Bradford road at Holland Landing. By order. L. K. Jones, secretary. Department of Railways and Canals. (Advertised in the Canadian Engineer.)

**Manitoba.**

**WINNIPEG.**—The Board of Control, Winnipeg, have decided to call for tenders for water metres. There are to be 6,300 metres purchased, and the total cost will probably reach \$70,000 or \$75,000. It is proposed to provide in the specifications for delivery at the rate of 500 per month.

**WINNIPEG.**—Tender for St. Andrew's Rapids Works will be received until Wednesday, July 8, 1908, for the construction of movable dam, steel service and highway bridge, repair shop, etc., at St. Andrew's Rapids, Red River, Province of Manitoba. Fred. Gelinat, Secretary Department of Public Works, Ottawa.

**Alberta.**

**CALGARY.**—Tenders will be received until July 3rd for a continuous wooden stave pipe for the supply and construction of same. J. G. Watson, chairman, Waterworks Committee; J. T. Child, chief engineer, Calgary. (Advertised in The Canadian Engineer.)

**British Columbia.**

**VICTORIA.**—Tenders will be received up to Monday, the 20th July, 1908, for the supplying and erecting of one horizontal cross-compound pumping engine, one steel tank and tower, one concrete and steel water tower. The lowest or any tender not necessarily accepted. W. H. Northcott, purchasing agent, city hall.

## MISCELLANEOUS.

**Ontario.**

**CORNWALL.**—The 200-foot swing bridge of the Ontario and New York Railway, crossing the Cornwall Canal, is a mass of twisted iron, lying on top of its demolished pier. The bank of the canal has a gap in it 150 or 175 feet wide and 25 feet deep. Navigation of the canal is tied up, and will be for several weeks, and international traffic on the railway will be interrupted for a long period. Besides this several local industries that were using water power are closed down. This was caused by a break in the bank of the canal. When first noticed by the lockman of Lock 18 the leak was about two or three feet in diameter, some 50 feet west of the railway bridge. The canal bank is over 100 feet thick at the bottom at this point, about 40 feet at the top, and faced with heavy stone riprapping on both sides. Once the water got a start, however, the hole grew rapidly, and in half an hour the canal was pouring down into the river, which is 25 or 30 feet lower. The current, which swept huge blocks of stone out into the river like so many chips, soon undermined the pier on which the railway bridge swung, and at 6 a.m. it slipped out at the bottom and came down in a pile. The shock seemed to break the back of the bridge, which fell in a tangled mass on top of the remnants of the pier.

## MACHINERY WANTED.

No. 15.—Wanted, a pile-driver with a 2,000-pound hammer.

No. 16.—Wanted, to rent, a dredge. Must be in a good state of repair.

No. 17.—A subscriber requests the names of individuals or firms that can supply cedar or live tamarac piling.