

The Ottawa, Rideau Valley and Brockville Railway, will apply for power to build a railway from Ottawa, to Brockville, Ontario.

Western Canada Power Company, Limited, want to enlarge the scope of their charter, so as to build and operate railways, telegraph and telephone lines. Code & Burritt are their Ottawa agents.

Manitoulin & North Shore Railway want extension of time for completing their Sudbury-Little Current branch and for commencing construction of other branches.

The Toronto Central Terminal Company apply for power to construct and maintain passenger and freight stations and other terminal facilities.

The Hudson Bay and Northwestern Railway will probably amalgamate with the Manitoba & Keewatin Railway.

The Ontario & Ottawa Railway apply for power to build and operate a line from Lake Couchiching to the Township of Snowden to Renfrew, to Hull, to Ottawa.

Hamilton, Waterloo and Guelph Railway will apply for permission to build an extension to Toronto.

TORONTO.—The Canadian Northern Railway will probably construct a spur line along the east bank of the Don into the Ashbridge's Bay district.

TORONTO.—The Grand Trunk Railway have been ordered to build a viaduct at Sunnyside.

Saskatchewan

REGINA.—The Saskatchewan Central Railway will apply for permission to build and operate a line through Battleford to Edmonton, with five branches. Smith & Johnston, of Ottawa, Ontario, are solicitors for the railway.

YORKTON.—A locating party of the Grand Trunk Pacific, under the charge of Engineer Greaves, has started to locate a line from Yorkton north to cross the Canadian Northern main line at Canora or Tiny and thence to the Hudson Bay. The line will be commenced in the spring and 42 miles built next summer.

OTTAWA.—Mr. M. J. Butler, deputy Minister of Railways, reported on Monday at some length in connection with the Hudson Bay Railway. Two routes were surveyed. Fort Churchill route of 477 miles would cost, including terminal facilities, \$19,108,672; the Nelson route, 410 miles, is estimated to cost, with similar facilities, \$16,426,340. The latter is favored. The line is not only 67 miles shorter, but Nelson has a better harbor, while the country through which the line would run is better. A fair proportion of it is available for settlement, whereas on the Churchill route there is no such probability beyond Split Lake. The distance from Liverpool to Port Nelson is 3,200 miles, as against 3,007 from Montreal to Liverpool. The grades are 21 feet to the mile. The Deputy Minister has altered the surveyors' estimates so as to provide for an 80-pound rail instead of 60 pounds.

Manitoba.

WINNIPEG.—Construction contracts will be let in March by the Alberta and Great Waterways Railway officials, who expect to have the line in operation to a point 150 miles to the north of Edmonton by the middle of next summer. The remaining 200 miles of the line to Fort McMurray is also expected to be completed by the fall of 1911.

British Columbia.

VANCOUVER.—In addition to the Canadian Northern and Kettle River Railway Bills which will be among the first to be considered at the session of the Legislature which opens on January 20th, are many other schemes for new railways in this Province. Last week's "Gazette" contains notices of nine railway bills, seven of which are for new lines. Messrs. Abbott & Hart-McHarg, of this city, are applying for the incorporation of a company to build and operate a railway from Vancouver to New Westminster. A bill is also promised for the revival of the Vancouver & Nicola Valley Railway Company charter of 1908, and another to extend the time for the commencement of operations on the enterprise of the Graham Island Railway Company. Barnard & Robertson have charge of a bill for a rival Graham Island project. Frank Higgins has the interests of another Graham Island road; Taylor, Hulme & Innes are looking after the Robson Bight & West Vancouver Island Railway Bill; and Wilson & Bloomfield the projected road from Menzies Bay to the junction of the Salmon and Memekay rivers.

NELSON.—The portion of the V. V. & E. between Kere-meos and Hedley and from Hedley to Princeton, a distance of about 42 miles, which has been under construction for two years, has been accepted by the Government Inspector of

Railways, Mr. H. A. K. Drury, and has now passed from the construction department of the Great Northern Railway to the operating department. Chief Engineer J. H. Kennedy is transferring his headquarters to Abbotsford, and is leaving Mr. H. M. Hale to take charge of construction westward from Princeton. Mr. Hale is moving from Hedley to Princeton.

VANCOUVER.—Plans for building a subway between the inlet front and the False Creek railway yards have been marked out by the local engineering staff of the C.P.R.

SEWAGE AND WATERWORKS.

Quebec.

MONTREAL.—Messrs. Quinlan & Robertson have commenced the enlargement of the old conduit.

Ontario.

GUELPH.—Contractor Conn, who constructed the new waterworks pipe line, is suing the water commissioners for extras amounting to \$9,083.48, claiming that work which had to be done over again to stop leaks in the conduit was not called for in the contract.

ORILLIA.—The Water Committee have recommended extensions of water mains. The acceptance of the Canada Foundry Company's tender referred to on page 606 of our issue for November 26th, was confirmed.

Saskatchewan.

SASKATOON.—Sewer and water extensions for 1910 are estimated to cost \$200,000. Mr. George S. Clark is city engineer.

British Columbia

NEW WESTMINSTER.—The Vancouver Power Company have been granted a patent for a tract of land comprising eighteen thousand acres surrounding Coquitlam Lake and, according to the latest issue of the Canada Gazette, they are prepared to enter into an agreement to supply this city with water.

VANCOUVER.—Waterworks superintendent Maddison reported that it would cost \$8,000 to repair the damage done to the civic water system by recent floods.

VICTORIA.—Assistant City Engineer Bryson submitted his preliminary report on the Sooke Lake water scheme at a recent council meeting. He estimated that it would cost \$1,500,000 to construct the necessary dam, tunnel and pipe line, and recommended a more detailed survey in the spring.

LIGHT, HEAT, AND POWER

Ontario

LONDON.—There is a movement on foot to sell the plant of the London Electric Company to the city, to be used as a reserve steam plant for Niagara power.

OTTAWA.—A by-law to give the Metropolitan Company a 25-year franchise, for heat and power only, conditional on the company being in a position to deliver 1,000 horse-power in three years, will be submitted to the ratepayers at the January elections.

PETERBOROUGH.—On January 3rd, the ratepayers will vote on a by-law drafted to grant the Peterborough Light & Power Company the right to erect poles and supply power for thirty years.

PORT ARTHUR.—The ratepayers of the city are to have an opportunity of declaring their opinion on the respective propositions of the Ontario Hydro-electric Commission and the Ontario & Michigan Power Company at the municipal elections in January.

TORONTO.—The St. Catharines Hydraulic Company are suing the Dominion government for unstated damages in connection with the cancellation of their lease of the water power privileges of the old Welland Canal. Mr. Justice Cassels, in the Exchequer Court, reserved judgment.

British Columbia.

VANCOUVER.—A new unit which will mean an increase of 10,500 horse-power for the British Columbia Electric Railway, has just been installed at Lake Buntzen, and is now in partial operation. The final test of the new machinery, the installation of which was completed last week, has not yet been made as the governors are not yet placed in position, but it has already carried over 8,000 horse-power with ease.