

waterworks purposes. Mr. Rickaby's tender is \$40,928. Leeming Brothers submitted two tenders, one for \$52,536 and another for \$41,557, while the Gardiner-Johnston Company, of Vancouver, tendered but did not state a definite figure. The tenders of the two latter were not according to specifications.

NEW WESTMINSTER.—Mr. W. W. Forester, of this city, has been awarded a contract by the British Columbia Electric Railway for the erection of repair shops 90 x 180.

NEW WESTMINSTER.—The contract for reflooring the roadway on the upper deck of the New Westminster Bridge here has been let by the Provincial Government to Messrs. Broley and Martin, of Fernie, B.C., at \$22,000.

VANCOUVER.—At a recent meeting of the Board of Works tenders for a trunk sewer on Clark Drive were opened, the bids being as follows: M. P. Cotton, concrete and brick, \$24,860; Palmer Bros. & Henning, concrete and brick, \$16,500; Paterson Timber Company, concrete and brick, \$19,922. For a series of tile-pipe sewers in the Cedar Cove section tenders were submitted as follows: George Hull, \$25,450; A. H. Gordon, \$23,900; Paterson Timber Company, \$25,982. All the bids were referred to the engineer.

RAILWAYS—STEAM AND ELECTRIC.

Quebec.

MONTREAL.—The first cars for the new electric road, which is to connect Montreal with St. Lambert, across the St. Lawrence, by the Victoria bridge, have been received by the Montreal & Southern Counties Railway. The tracks and terminals are now nearly complete, and a trial run will be made shortly.

MONTREAL.—It is announced by the Mackenzie & Mann interests that next spring they will start work on a new branch of the Quebec & Lake St. John Railway from Roberval running northwesterly to the recently-opened mining district of Chebougamou. The line will be pushed through during the summer to Chute a l'Ours, thirty miles northwest of Roberval. At this point there are very extensive water powers, which are owned by the Provincial Government.

QUEBEC.—The progress made upon the work of construction of the National Transcontinental Railway, in connection with the Quebec division, east and west, on both the south and north shores of the St. Lawrence during the past summer season, from April last, is remarkable. The track is laid from the Cap Rouge site of the Quebec bridge to the Charest River, with the exception of some small gaps aggregating four miles, which will be closed by the 15th of November. This is fifty miles from Quebec, and from this point 150 miles of the railway is in operation for construction purposes. From this point the track is being laid to the second crossing of the St. Maurice River, 188 miles from Quebec, and will be altogether completed by the 28th of December. The bridge over the second crossing of the St. Maurice will be constructed during the coming winter and open to traffic next spring, which will allow track-laying to proceed. The grading is now active for 25 miles west of Weymontachene, a Hudson's Bay post on the upper St. Maurice River, which is the point where the road runs west to strike the north end of Lake Abitibi, where the G. T. P. Construction Company have a contract for 200 miles of the road and are building both east and west of Lake Abitibi, making good progress. The construction work on the south shore is also making good progress, and the work all under way from Moncton to Levis. The track is laid in pieces all along the route, to enable the steamshovels to work. The steamshovels, engines, and cars used on the construction, are taken to pieces and forwarded over winter roads from 20 to 30 miles. The track has already been laid from the 13th mile from Levis to the 45th mile, a stretch of 32 continuous miles, and in addition a couple of miles from the Chaudiere have been tracked.

Ontario.

TRENTON.—A sub-contract has been let by the C.N.R. to Dibona and Orlando Bros. for the construction of the section between Trenton and Brighton, and they have brought their plant from Quebec to start work at once. They will begin at the Trenton end. A steel bridge with a swing span will be erected across the Trent river.

Manitoba.

BRANDON.—A new heating plant for the C. P. R. depot is to be installed at an estimated cost of \$10,000.

BRANDON.—Extensions to the yards of the C. N. Railway at this point, are being planned.

WINNIPEG.—The first through train to Wetaskiwin over the new main line of the C. P. R. left for the west on October 26th. The regular schedule will not be commenced for a couple of months.

Alberta

EDMONTON.—Mr. George H. Webster, contractor for the first fifty miles of the Tofield to Calgary branch of the G. T. P., expects to have the grading completed as far as the Battle River and that the steel laying will probably be finished as far as the town of Camrose very soon. Mr. Webster said that his men began working about the first week in July and have been doing record work ever since. Between the Battle River and Tofield there is a mile of grading to be done into Tofield.

LETHBRIDGE.—The bridge over the Old Man River on the Lethbridge-MacLeod cut-off was completed ready for trains on October 22nd. Some riveting and ballasting is all that remains to be done. The line will be used some time next week.

EDMONTON.—On the Grand Trunk Pacific west of Edmonton, the construction gangs all the way along from the Pembina river to Tete Jaune Cache are working steadily, and at the rate at which the work is progressing the line will undoubtedly be graded and ready for steel by next fall. The bridge over the Pembina river is almost half completed, and will likely be finished by the end of November.

EDMONTON.—Under the name of the Pine Pass Railway, a company is seeking incorporation to build a railway from Edmonton through the northern wilds to Fort McGeorge, a Hudson's Bay post. The company is reported to have strong backing, financially, and as soon as the charter has been obtained construction will be commenced.

British Columbia.

NEW WESTMINSTER.—An interlocking switch which derails a train on the approaches if it goes against the signals, has arrived for installation on New Westminster bridge.

KAMLOOPS.—The Canadian Northern will be in Kamloops within two years' time and will go down the Thompsons and Fraser rivers to the coast. It is not definitely determined as yet whether the terminals will be located at New Westminster where the company has secured water frontage. The Grand Trunk Pacific will go south from Kamloops and on through the Nicola and Similkameen across the Hope Pass to the coast. The engineers who are now at work along Campbell Creek and in the Stump Lake and Nicola districts report splendid progress and it is understood that a survey will be carried as far as the Hope Pass this fall. The location of the Canadian Northern from Kamloops to Agassiz is now completed according to Superintendent White, who is in Kamloops. The line runs along the south side of the river. The Kettle Valley railway will be hooked up between Midway and Coutlee thus giving direct communication between the coast and Boundary.

PHENIX.—The C. P. R. is considering plans for the electrification of its line from Phoenix to the Granby Smelter. Power will be supplied by the West Kootenay Power and Light Company.

VANCOUVER.—The contract for the Lynn Creek line has been let to the Paterson Timber Company by the British Columbia Electric Railway. The equipment is already being assembled. Work will be commenced this week or next and will be then pushed forward as rapidly as possible. The line will be two and a half miles of single track and the Paterson Lumber Company will do all except put up the overhead work. The construction of the track will probably take from seventy to ninety days.

KAMLOOPS.—It is stated that the C. N. Railway intends to commence tracklaying operations from Kamloops, north, early next spring.

KAMLOOPS.—The C. P. R. is spending considerable money along the local divisions. At Spence's Bridge large coal chutes have been erected, and all the engines on the division between Kamloops and North Bend will be coaled there. A similar chute will be constructed at Kamloops to coal the engines from the eastern division. The outlay for these improvements will be about thirty thousand dollars. The remodelling and enlarging of the local yards is nearing completion—a work that will cost over fifty thousand dollars.