

Brantford, Ont.—Another favorable report on railway construction has been given in connection with the L. E. and N. Railway. The track-laying is in progress, and the rails have been laid southward from Galt to a point 1,200 yards below the power-house at Blue Lake. From the Grand Trunk Crossing at Blue Lake to Paris, and from the crossing of the same railway to the city of Brantford the road bed is ready to have the rails laid. Just as soon as the subway under the Grand Trunk tracks at Blue Lake and Paris are completed, the rails will be laid into Brantford and the ballasting will be done. Contractors are pushing the subway work as fast as possible and Mr. Kellett still has hopes that the Northern branch will be running before the close of 1913.

Fort William, Ont.—The work of drilling and blasting the solid rock under Lake Superior for the new tunnel which will supply Port Arthur with a new water service, has been started and considerable progress made. About 10 feet is being accomplished every 24 hours. Owing to the fact that air pressure in the tunnel will be kept at twenty pounds to the square inch, the work cannot be very rapid; since the very strongest men can not stand being in twenty pound air pressure, or even less for more than a very few hours. The work in the water intake tunnel will be done in shifts of a specified number of hours each. Mr. J. Gass, superintendent of the work, states that in all probability the work will not be finished until next April.

Rogers Pass, B.C.—The C.P.R. will take four years to complete the tunnel now under construction at Rogers Pass in the Selkirk range. This huge tunnel which will require an expenditure of 15,000,000 dollars for its completion is being built for the purpose of lowering the grade through the mountains. Five and three-fifths miles of its total length of 20 miles must be driven through solid rock, and on either side there will be an approach of 7 miles. To carry out the construction, shafts a mile deep will have to be driven through the mountains. The company has undertaken one of the greatest pieces of railway construction work in this age, and one which will dwarf into insignificance all other tunnels in the world.

Regina, Sask.—The Grand Trunk Pacific Railway has opened recently a 105-mile piece of road on its new Calgary-Biggar branch. This stretch of 105 miles lies between Biggar and Loverna, which lies on the boundary line between Saskatchewan and Alberta. Permission has been granted by the Board of Railway Commissioners also for the operation of 50 miles of the Regina-Moose Jaw and Northwesterly branch of the G.T.P., which have been completed to a short distance beyond Mawer, Sask. Ballasting on the Tofield-Calgary branch of the G.T.P. has been finished to Calgary, and first-class passenger service will be established as soon as the terminals at Calgary are completed. This line is a solid construction, and as a consequence will give a splendid service between Calgary, Tofield and Edmonton.

Vancouver, B.C.—In the opinion of Mr. H. H. Stevens, M.P., the people of the Vancouver district should proceed in a business-like way with the construction of the Second Narrows bridge, making no further requests for aid from either the Provincial or Dominion Government. Mr. Stevens emphasized the need of a strong expression of public opinion on the subject to enable the city and municipal authorities to advance plans for procuring the money necessary for the bridge construction. The subsidies subscribed by the governments, and the amounts authorized by the councils of the various districts have brought the total subscription up to \$750,000 of the necessary \$2,500,000. The councils interested should exercise now their borrowing powers and proceed at once with the erection as a good business proposition.

Halifax, N.S.—That work has been commenced by terminal builders at Halifax may be verified by a picturesque quotation from a local daily paper. "A blackened swath of desolation, gashed through over a mile of what once was the finest of all the natural beauty of Halifax, now marks the preliminary work on the fantastic south end terminal scheme, and fire and axe are daily advancing the work of devastation. Some of the finest public grounds and seven of the beautiful private estates in the city have already been irreparably ruined. From the harbor front a pathway over one hundred yards wide has been gouged along the line of the proposed ditch railway which is to increase the length of the passenger and freight haul to this city from every point to which Halifax has railway connection."

St. John, N.B.—Though the engineers of the J. S. Metcalf Company, contractors to the Federal Government for the building of the new grain conveyers, have made their surveys, the building of the conveyers has not been started. The galleries for the conveyers are to be constructed on hard pine timbers, 54 feet long and 12 inches square, and these timbers have to be secured in the United States. This may be the cause of delay in the work; but if the conveyers are to be available for the shipment of grain at the commencement of the season, very rapid operations will be necessary to complete their construction before the opening of the winter port season. The new conveyers will be more than 2,000 feet long, and will have about 8,000 feet of rubber belting 36 inches wide, costing about \$1.00 per foot. These belts will be driven by four 75 horse-power electric motors installed in towers on the galleries. The work of building the conveyers progresses very rapidly when once begun, as while the foundations are being made the gallery tressel is prepared. At Sand Point now it appears that to supply the new berths with conveyers necessitates construction work as extensive as that represented by the conveyers already built. At the present time conveyers are built on berths Nos. 1, 2, 3 and 4. It is probable that the new conveyers will continue from the end of No. 1 berth, and cross the head of the slip along Union Street and then pass down the face of the berths Nos. 5, 6 and 7.

Port Nelson, B.C.—Mr. H. E. Penrose, writing from Port Nelson to the Winnipeg Free Press, says:—"Amongst Canada's great engineering achievements—and these are not a few—the completion of the harbor at Port Nelson will probably rank with the foremost. Whilst the site and climatic conditions of the harbor are by no means perfect, the difficulties are being gradually surmounted; step by step accurate survey and charting have been accomplished, and with the mass of information obtained, plans have been drawn up and the work of construction begun." To carry out the undertaking so that it will be of permanent good, and free from danger of destruction, two breakwaters will have to be built at a point 15 miles up the river to protect the wharfs and harbor works from ice coming down stream as well as to break the force of the current, which has been quoted as one of the arguments against the ultimate success of the project. Below these breakwaters, it is proposed to build an elevator capable of dealing with large quantities of grain at a rapid rate, and to dredge a channel so that ships of moderate tonnage may come alongside. A further suggestion has been the use of floating elevators either in conjunction with or separate from the larger one on shore. Close to the construction camp is the site of the wireless station which will communicate with Le Pas. This high power station acting in conjunction with the proposed chain of stations along the bay to the entrance of the strait, and a possible government scout operating along the track, could communicate full information to ship captains regarding the condition of the route many hours before entering the straits.