

Du Bonnett at a cost of \$6,000. The distance is approximately twenty-four miles, and the above figure included the supplying and erection of cedar poles and all other material. Work is to commence on the system at once.

WINNIPEG.—The contract has also been let for the erection of an engineer's dwelling at Point du Bois, costing \$2,000, the dwelling to be built by the Power Construction Department of the city of Winnipeg.

RAILWAYS—STEAM AND ELECTRIC.

Nova Scotia.

AMHERST.—Engineers Whitman and Tessier, who have been actively engaged in surveying a railway line from Chignecto mines to the Northumberland Straits for the Maritime Railway, Coal and Power Company, have completed the preliminary survey. They report finding a splendid route from Amherst to Northport, but will have to devote some further time on the portion of the road from Amherst to Chignecto. The proposed line of railway is about twenty-six miles long, and it is the purpose of the company to establish a water terminal on the Northumberland Strait to ship coal to the St. Lawrence market. The road when built will open up a fine stretch of country, tapping a number of important undeveloped coal areas.

Quebec.

MONTREAL.—It is reported in local railway circles that the G.T.R. may dispose of its old Canada Atlantic Line, connecting Ottawa and Depot Harbor, to the Canadian Northern Railway, while retaining for itself that part connecting Ottawa and Montreal. As the G.T.R. has been operating the line at a loss, and as the C.N.R. had contemplated the construction of a line paralleling the Ottawa-Depot Harbor Line, it is generally considered good policy on the part of the G.T.R. to make the deal.

MONTREAL.—The Smart-Turner Machine Company, Ltd., Hamilton, Ont., are supplying the Grand Trunk Railway system with a 20-ton Gantry crane.

Ontario.

MORRISBURG.—The building of a new line from Morrisburg to a point on the present Ottawa and New York Railway and the adoption of electricity as a motive power on the entire line, which will include about twenty miles of the present O. & N.Y. system is being considered. The intention is to run the line from Morrisburg through Chesterville, across the Canadian Pacific Railway, Toronto line to Morewood, thence to Marvelville, and running to Metcalfe. Leaving Metcalfe the line would be laid in an easterly direction to reach the Ottawa and New York tracks at a point between Russell and Pana stations the route from there would be over the O. & N.Y. line into Ottawa. The total length of the new electrified line would be about 75 miles, 30 of which are already provided by the O. & N.Y. road.

WINDSOR.—Thomas Elliott, of Brantford, is seeking one hundred thousand dollars damages from The Windsor, Essex and Lake Shore Electric Railway. Elliott claims he got the contract for the construction of the road three years ago when the company was controlled by William Newman and A. J. Nelles, of Windsor. The contract, according to his statement, provided for the payment of \$100,000 before the work started with additional payments at specified times while the construction work was in progress. After Newman and Nelles sold out their interest the company gave the contract for construction to the Keystone Construction Company.

HAMILTON.—Notice has been given of an application to the next Legislature for an act to incorporate the Desjardins Interurban Railway Company. The route outlined is from Hamilton by Dundas to Galt, and from Hamilton through Burlington Heights, through Waterdown to Campbellville, and then to Guelph. Another proposed line runs to Burlington. The company desires the privilege of issuing bonds or other securities to the extent of \$25,000 per mile, and to grant running rights to other companies.

Manitoba.

WINNIPEG.—The Dominion Bridge Company have commenced the erection of the structural steel on the new Fort Garry Depot, and will push the work forward on this large contract as rapidly as possible.

Alberta.

PRINCE ALBERT.—The first span of the C.N.R. rail and traffic bridge is in position, and the second span was started November 10th.

British Columbia.

VANCOUVER.—Mr. James D. Schuyler, the consulting hydraulic engineer from Los Angeles, with whom the officials of the British Columbia Electric Railway Company have been in communication with reference to the proposed improvements at Lake Buntzen, is now here and will pass upon the scheme for the enlargement of the tunnel between Lakes Buntzen and Coquitlam.

VANCOUVER.—An inspection is being made by C.P.R. officials of the route which was last summer surveyed between Coutlee and Penticton, and this is looked upon as being significant of the start of construction on this line during the coming year. R. Marpole, general executive assistant of the C.P.R., H. J. Campbie, consulting engineer, and H. E. Carry, the engineer who directed the survey work this summer, make up the inspection party. The distance covered by this survey is in the neighborhood of 180 miles.

LIGHT, HEAT, AND POWER.

Quebec.

MONTREAL.—The City Council make an offer to the Montreal Light, Heat & Power Company of a ten year contract, to date from January 1 next; on the following terms: \$75 per annum per arc lamp; \$36 per sixty-five candle-power incandescent lamp, and \$24 per thirty-two candle-power incandescent lamp; that nine cents net be paid per kilowatt hour, by meter, for all electric current consumed in the lighting of municipal buildings, etc.

MONTREAL.—The electrification of the Grand Trunk shops, at Point St. Charles, is being undertaken by the company. The power for the operation of the plant will be produced from the company's own turbo-generators from coal that it will transport from the mines. The experience of the company in its shops at Stratford and Battle Creek is such as to justify them in adopting electricity in its larger shops.

MONTREAL.—The electric distributing boards in the Eastern Townships Building is being installed by the Hill Electric Manufacturing Company.

Ontario.

MERRITTON.—The mill buildings, formerly occupied by the Lybster Cotton Mills Company, and which for the last eighteen years have remained idle, are being thoroughly overhauled by the present owners—the Lincoln Paper Mills Company, Ltd., with the view of making an up-to-date paper mill as an auxiliary to their present plant. Preparations are being made for the installation of a complete hydraulic power system of about 1,200 horse-power in four units.

Manitoba.

WINNIPEG.—The Winnipeg Electric Railway have offered to supply the city with 5,000 horse-power at \$18.40 per horse-power for the first year, and at the same rate for 10,000 horse-power the second and third years.

Alberta.

EDMONTON.—The municipality are now operating their new gas-producer plant. This plant was purchased from the Loomis-Pettibone Company, of Cudahy, Wis., and cost \$100,000. This new plant will double the capacity of the electric plant and also supply power for the municipal street railway.

British Columbia.

VANCOUVER.—The B.C. Electric Company is now running its full motive and lighting power, the recent heavy rains having given the company all the necessary water power for the lighting system which is being run to its fullest capacity.