

CONSTRUCTION NEWS SECTION

Readers will confer a great favor by sending in news items from time to time. We are particularly eager to get notes regarding engineering work in hand and projected, contracts awarded, changes in staffs, etc. Printed forms for the purpose will be furnished upon application.

RAILWAYS—STEAM AND ELECTRIC.

New Brunswick.

ST. JOHN.—The following resolution was adopted at a meeting of the St. John Board of Trade held recently, Resolved that this Board of Trade urge the Dominion Government that during the session of Parliament legislation be enacted for the construction forthwith by the Dominion Government of a branch railroad affording the shortest direct connection between St. John and the National Trans-continental Railway.

Ontario.

OTTAWA.—The Grand Trunk Pacific Railway has been granted an extension of two years in which to commence, and five years in which to finish branches from its main line to Montreal, to North Bay, and to Fort William, and the last of these is now being built; also lines to connect the main line with Ottawa, with Orillia, with Hudson Bay, with Regina, with Calgary, with Prince Albert, with Battleford, to Vancouver, to Victoria, to Dawson, to St. John, N.B.

GUELPH.—M. A. Pigott & Company have brought an action against the Guelph and Goderich Railway Company, claiming \$523,574.75 and interest for work done, materials supplied and expenses incurred pursuant to a certain contract.

GUELPH.—Superintendent Oberne and M. A. L. Hertzberger, divisional engineer of the C.P.R., were in the city recently in connection with the negotiations between the city and the company for an overhead bridge at the Eramosa road. The bridge as suggested would cost at least fifty thousand dollars. Of this sum the C.P.R. only promised five thousand dollars, and the proposal was at once dropped, the city deciding to erect a new level bridge.

FORT WILLIAM.—In furtherance of plans for increasing its elevator capacity on the Great Lakes, and to facilitate the handling of through grain shipments from the West, the Grand Trunk Pacific is said to have entrusted Mr. John S. Metcalfe, of Chicago, who is widely known as an engineer and designer of this sort of work, with the preparation of plans for a second elevator, to be situated at Fort William. This particular piece of work had only reached the "projected" stage up till now, but work has been in progress on a similar plant at Tiffin (Midland), on the Georgian Bay, since last spring. These two elevators, which will look after the G.T.P.'s lake grain traffic, one at either end of the water journey, are to have a capacity of 2,000,000 bushels each, and the specifications stipulate that they shall be ready to handle the grain crop of 1909. The estimated cost of the work is \$3,000,000.

Manitoba.

WINNIPEG.—The Winnipeg, Selkirk and Lake Winnipeg Railway line, which was taken over by the Winnipeg Electric Railway Company, has been converted into an electric line, and the first through electric car made the trip to Selkirk recently. The complete electrical equipment is now in position, and an electrical service will be opened in the near future.

GRETNA.—Work is now well under way on the new Great Northern bridge over the Pembina River just south of this town. The pile work has been completed and the excavations have been made for the concrete foundations, which will rest on piles which have been driven to a depth of thirty-five feet, with only a few feet protruding, which will be buried in the concrete. With the exception of these piles, which will not show when the bridge is completed, the structure will be almost entirely of steel and concrete. Engineer Wallace, who has charge of the job, states that the bridge will not be completed for perhaps eight months.

Alberta.

EDMONTON.—Construction work is finished on the line for 200 miles west of Saskatoon as far as Battle River. The divisional headquarters have been moved to Edmonton, and will be maintained there this summer.

LIGHT, HEAT, AND POWER.

Ontario.

HAMILTON.—The Cataract Power Company have appealed against the award of Judge Snider, who as official arbitrator allowed the city a cut of \$15 a lamp per annum for street lighting. The city was entitled to the saving effected, "owing to new discoveries and advances in the electrical art." It was in connection with this clause that much expert evidence was taken.

TORONTO.—The legal representatives of the various municipalities to whom forms of contract with the Hydro-Electric Commission for the supply of power have been submitted met at the Parliament Buildings. They discussed the form of contract from its legal aspect, and it is anticipated that a number of changes in the phraseology will be submitted. Chief Justice Sir William Meredith will consider the amendments, and where thought desirable suggest their incorporation in the contract.

British Columbia.

LADYSMITH.—A few weeks will decide whether Ladysmith will have a lighting system or not. At a recent meeting of the city council Secretary Wilson, of the Citizens' League, presented a petition asking the council to introduce a by-law for the purpose of borrowing the necessary money for the installation of an electric light plant. It seems that the League had prepared two forms of petitions, the one favoring private ownership and the other municipal ownership. These petitions had been taken round by three members of the League, and over ten per cent. of the ratepayers had signed them. The signatures disclosed the fact that there is an overwhelming feeling for a municipal plant. Only two persons out of the large number who signed the petitions favored private ownership, and the business men without exception declared for a city owned plant.

CONTRACTS AWARDED.

New Brunswick.

WOODSTOCK.—Powers & Brewer have been awarded the contract for the concrete work on the Upper Woodstock C.P.R. bridges.

Quebec.

MONTREAL.—Nine tenders were received for the 1,450 tons of iron pipe wanted for the new 30-inch water main from Atwater Avenue eastward. Canadian, American, English and Scottish firms were represented in the tenders opened. The lowest tender was that sent in by J. T. Farmer, of Montreal, representing D. W. Stuart, a Scottish firm. The price was \$30.90 a ton. The Stanton Iron Works, of Nottingham, England, offered the iron at \$31; the Richards, Johnston, Clapham & Morris Company, of Manchester, England, at \$31.40; the Canadian Iron Foundry Company, of Montreal and Three Rivers, at \$31.80; the United States Cast Iron Pipe and Foundry Company, of Buffalo, at \$34.10; the Robert McLaren Company, of Scotland, at \$32; the W. McNally Company, of Montreal, at \$34; the Watson-Jack Company, of Montreal, representing McFarlan & Strachan, of Glasgow, at \$33.50; the Railway