

of engineers are at present making the final surveys of twenty miles of the Quebec, Western and Atlantic Railway and the contract for construction will likely be given out this winter.

VANCOUVER, B.C.—Plans are under way for the establishment in this city of a large pork packing plant. The proposed site fronts on the inlet between the Hasting saw mill and Cedar Cove, and was recently purchased by P. Burns & Co.

DELHI, ONT.—R. A. Dickson, solicitor, has made application for the incorporation of the Brantford & Erie Railway Co., to construct a line of railway from Brantford to Port Dover, with a loop line extending from Waterford to Delhi and Lyndoch.

WALKERVILLE, ONT.—Alex. Laforge, of Windsor, has made arrangements with the Jackson Cement Stone Machine Co., of Jackson, Mich., to establish a Canadian factory for the manufacture of concrete construction blocks. The factory will be built in this town.

LANARK, ONT.—The town council are considering the building of a new bridge to replace the one at the lower reach of the Clyde River.—Bids received by J. M. Rogers, Chairman Finance Committee, up to January 16th for purchase of 65,000 county debentures.

OAKVILLE, ONT.—The town council have passed a by-law granting the Hamilton Electric Radial Railway Co. the privilege of operating an electric railway on Rebecca and Randall streets, said streets to be macadamized at the expense of the company. The company are to build a bridge over the Sixteen Mile Creek.

WELLAND, ONT.—Tenders are invited up to Tuesday, January 12th, for supply of timber, hardware, castings, paints, oils, etc., for use on the Welland canal during the year 1904. Specifications from the superintending engineer, St. Catharines.—The Dominion Marine Association will memorialize the Dominion Government to enlarge the Welland canal.

FREDERICTON, N. B.—The Commissioner of Public Works is asking for tenders for rebuilding Black river bridge, St. John county, and repairing the Elliott bridge in Queen's county and the Aboushagan bridge in Westmoreland county.—The Provincial government will receive tenders up to January 18th for building of the Rye Road bridge at mouth of the Black river.

QUEBEC, QUE.—It is stated that a large new theatre will shortly be erected on Crown street, south of Joseph street, where the site has already been chosen.—N. Michaud, M. P., has applied for the incorporation of the "Compagnie du Chemin de Fer Hebertville, St. Bruno, Alma," for the purpose of constructing a railway in the county of Lake St. John.—J. A. Drake, of Chicago, denies the report that he intends to build a large hotel in this city.

STRATFORD, ONT.—P. A. Peterson was in the city recently in connection with the survey of the proposed C.P.R. branch line between Goderich and Guelph.—The Grand Trunk Railway Company will at an early date commence the enlargement of the shops here.—Capitalists represented by H.M. Sloane, of Chicago, and N. N. Cantun, of St. Joseph's, may build an electric railway between Stratford and St. Joseph's, on Lake Huron.

ST. JOHN, N.B.—The New Brunswick Southern Railway Co. have commissioned Mathew Neilson, C.E., to report on the work necessary to put the road in condition to handle through business. It is understood that the improvements in view contemplate the

building of a bridge across the St. Croix river and the extension of the road to the eastern side of the city. A line will probably be built from some point along the bay shore to Fairville.—R. H. Cushing, Director Public Works Department, will receive tenders up to February 15th, 1904, for the construction of a steel, screw propelled ferry boat for this harbor.

WINNIPEG, MAN.—The Winnipeg & Selkirk Street Railway Co. are seeking power from the Provincial Legislature to build a radial railway encircling Winnipeg.—It is stated that the C.P.R. contemplate extending the Elm Creek-Carman branch to Darlingford by way of Rosebank, also that the Canadian Northern Railway will extend their Carman line to Somerset.—A new proposition to supply power to the city has been submitted by D. A. Keizer, who offers to supply 3,000 horse power at \$17.50 per horse power per annum.

HAMILTON, ONT.—A company, of which Ambrose Small, of Toronto, is the head, has about closed a deal for the purchase of the Grand Opera House and Dr. McKelcan's residence at the rear. It is the intention of the purchasers to either enlarge and modernize the present theatre or build a new one.—The T. H. Pratt Co. have acquired property for the purpose of extending their premises.—Building permits have been granted as follows: Arthur Woolley, brick dwelling, William street, between Barton and Bird streets, cost \$1,200; G. W. Bingham, addition to building, 27 South Wellington street, cost \$1,000.

OTTAWA, ONT.—Extensive improvements to the interior of the post office building in this city are to be undertaken after the new year.—Plans for the new Central station have been filed with the Railway Department.—The Public School Board will probably appoint an architect to report on the Elgin, Archibald and Creighton street schools, with the view of making improvements and additions thereto.—The by-law to provide for the extension of the Bell street bridge has secured its second reading in council.—At a meeting of the secular priests of the Ottawa diocese, held last week, it was decided to erect, at a cost of almost \$40,000, a new diocese and seminary to replace that destroyed in the University fire.—The Canadian Province of the Oblate Order have agreed to subscribe \$10,000 towards the rebuilding of the Community House of the Order.

MONTREAL, QUE.—John Kennedy, chief engineer for the Harbor Commissioners, has reported that in order to pave the wharves during the coming season it would be necessary to have on hand 8,500 tons of blocks in order to proceed with the work the coming spring, this not taking into

account the blocks required for the paving of sheds, etc.—It is generally understood that the Dominion government has passed favorably on the plans for harbor improvements and that within a short time the work will be commenced. The plans call for two-storey sheds upon the four piers in front of the centre of the city, these sheds to be constructed of steel and concrete. Over the tons will run the grain conveyors, and on the level with the floor of the upper storeys will be the wagon roadways connecting the streets. The estimated cost is \$2,500,000.—Frank Thompson & Co., of this city, have organized the Imperial Coal & Coke Company, with a capital of \$4,500,000. Coal areas have been purchased in the East Kootenay district of British Columbia, and the work of development will be undertaken at once. The process of mining will be by tunnelling into the sides of the hills and mountains.—It is reported that a company has been formed to build an expensive hotel on the present site of the Natural History building, corner University and Cathcart streets, the building to be eight-storeys and to have 250 bedrooms, with large restaurant attached. William Kearney, proprietor of the Oxford restaurant, is at the head of the project.

TORONTO, ONT.—A movement is on foot to erect a new public school building near the Kingston road.—A. J. Russell Snow and R. W. Barker, of the Balm Beach Park Commission, have explained to the council of East Toronto the proposition of the Commissioners to erect bath and boat houses on the beach, also a club house, at a total cost of \$4,500.—Messrs. Darling & Pearson, architects, this city, are asking for tenders up to January 30th, 1904, for erection of an office building for the Canadian Bank of Commerce at Orangeville, Ont.—The Dominion Government has appropriated \$2,600 for a brick pavement on Armour street and a concrete sidewalk on University avenue in front of the armouries.—The following works are about to be undertaken by the city council: Asphalt pavement, Adelaide street, Church to Jarvis, cost \$8,447; Belmont street, from Yonge street to Davenport road, cost \$7,729; Atlantic avenue, from Liberty street to 224 feet south, cost \$1,129; Sheridan avenue, from Dundas street to Lindsay avenue, cost \$4,940. Cement concrete sidewalks, north side Davenport Place, from Davenport road to 358 feet east, cost \$288, and south side, from Davenport road to 505 feet east, cost \$685; north side Farley avenue, Tecumseh to Niagara, cost \$878, and south side same street, cost \$871; south side Queen street, from Parliament to Power, cost \$560, and from Sackville to 246 feet east of Power, cost \$301; south side of Queen street, Sackville to Sumach, cost \$1,194, and from 522 feet

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