

A deputation from Quebec, representing the Trans-Canada Railway, appeared before the Board of Trade, at Toronto, and presented the claims of that road.

Mackenzie & Mann have now obtained absolute control of the Great Northern Railway of Canada. Mr. Mackenzie has been elected a director of the Shawinigan Power Company.

The contract for 25,000 tons of steel rails has been awarded by the Government to A. G. Kitson & Co., Glasgow, Scotland. The rails must be delivered in Canada by July 1st. The price is withheld for the present.

The Hartman Machine Works, at Chemnitz, have received an order for twenty locomotives for the Canadian Pacific Railway. This is the first time a contract for locomotives has gone from North America to Germany.

The New York Sun says that J. B. McDonald, of New York, has been given a contract to build a railway from Port Valdez up the Copper river to Eagle City in the Yukon and thence to Dawson. The Port Valdez route is 175 miles shorter than that by way of Skaguay.

A bill is before the Nova Scotia Legislature to transfer the Nova Scotia Central Railway to the Halifax & Southwestern, or, in other words, to Mackenzie & Mann, who are building the latter from Halifax to Yarmouth, a distance of 74½ miles. This transfer will save 13 miles of building, and the Nova Scotia Government the subsidy for the same distance, as the Central will be used between Mahone Bay and Bridgewater.

It is announced that the construction of the electric railway between Toronto and Cornwall will be proceeded with at once, and that it will be in operation by January, 1904. The first section will be from Brockville to Prescott. An attempt was made to purchase the Kingston electric road, which runs to the suburbs of Portsmouth and Cataraqui, but the price asked, \$200,000, was thought too high. Through cars will be run, leaving the terminals every hour. The cars will be 50 feet long and will have baggage cars attached.

Two record runs have been made over the C.P.R. between Toronto and Windsor. A special, bearing a party of teachers, ran from Windsor to Toronto, 228 miles, in four hours and nine minutes. On the return trip two days later the run was made in four hours three minutes, actual running time. This is an average of 56½ miles an hour. Part of the way 72 miles an hour was the rate of speed. The best time previously made over the same line was four hours and twenty-five minutes.

The Temiskaming Railway Commissioners have offered to purchase from the Clergue Company the 2,500 tons of rails purchased by the Intercolonial, and regarding which there was a disagreement as to price. The commissioners have offered the same price as they are paying the Cammell Company, of Sheffield, for rails already ordered. Track laying will begin in May. Forty miles will be ready for the track by June 1st. It is hoped to complete seventy-two miles instead of sixty-five this year. An order has been given to the Kingston works for four locomotives. Specifications for cars have been ordered.

At the session of the Manitoba Legislature, just closed, several railway enterprises were chartered, including the proposed extensive system, which it is alleged is being promoted by the Great Northern-Northern Pacific combination, and known as the Midland Railway Co., of Manitoba; also the act which provides for assisting the Canadian Northern Railway to extend its lines in Manitoba. The Portage and Southwestern Railway company was also incorporated. Acts were also passed relating to the Western Extension Railway Company; the Winnipeg and Fort Alexander Railway Company; the Midland Railway Co., of Manitoba, and the Avondale-Brandon Central Railway Co.

—Darling Bros., Montreal, manufacturers of pumps of all kinds, heaters, etc., have opened an office in Toronto in the Quebec Bank Building, Toronto street. They have also an office in Vancouver. The new sectional catalogue, issued by this firm, describes their various specialties.

Municipal Works, Etc.

Portage la Prairie, Man., is considering waterworks.

Glance Bay is considering an electric fire alarm system.

Brockville is asking for tenders for granolithic sidewalks.

Gananoque is discussing waterworks. The cost is put at \$140,000.

E. G. Barrow, city engineer, Hamilton, has prepared a plan for a drive along the bay front.

Dickson Bros. have the contract for a ten span iron bridge over the Trent at Hieley Falls.

The iron bridge over the St. Francis river at Brompton Falls has been carried away by the ice.

Harry Evans has been appointed commissioner of civic work at Peterboro at a salary of \$700.

Danville, Que., is advertising for road machinery, and the construction of four miles of permanent road.

Winnipeg has accepted the tender of the Allis-Chalmers Co., for crushers, boiler, engine, etc., at \$9,900.

Stratford ratepayers have voted \$98,000 to purchase the waterworks, and \$8,000 for street improvements.

Brandon, Man., has been granted permission to raise \$50,000 to improve the waterworks, and \$40,000 for other improvements.

The ratepayers of Richmond, Que., have voted \$24,000 for the purchase of the waterworks system from the company heretofore owning it.

The county of Peterboro has awarded a contract for a stone bridge over the Indian river in Dummer, to Richard Sheeley.

There is keen competition between the asphalt paving companies for the Montreal city contracts, and prices are likely to be extremely low.

Port Arthur will expend \$91,000 on a waterworks system if the ratepayers consent. The water will be taken from the Current river, and will be pumped from a filtering basin.

Nineteen large buildings are to be erected in Montreal this year, aggregating \$2,800,000. Among them are the C.P.R. shops, C.P.R. elevator, G.T.R. elevator and a clothing factory.

The township of Montague has purchased a stone crusher, two dump wagons and four moulds for making concrete culvert piping, at a cost of \$1,300, for the roads. They already have a grader.

The ratepayers of Carleton Place have decided to obtain from a competent engineer an estimate of the cost of a system of waterworks and sewers. They will then determine whether to construct them or not.

Winnipeg has let tenders for cement and asphalt, the former to Jas. H. Ashdown for 8,000 barrels at 82.575 cents per hundredweight, the latter for Venezuela Lake, Acme and Angelus brands in 100 and 200 ton lots.

John Galt, C.E., Toronto, has been appointed consulting engineer for Regina, N.W.T., to report upon a system of sewage, waterworks and electric light, which that city proposes to carry on as municipal undertakings.

An inspection by Belleville Water Commissioners led to the discovery that a creek was being fed from the town mains. The leak was stopped, when the gauge disclosed that 80,000 gallons a day had been going to waste.

The floating bridge across Chemong Lake, near Peterboro, was badly wrecked by the wind and ice. It was built, to replace a similar bridge, about two years ago, costing some \$30,000, and was thought to be proof against any storm.

During the winter of 1901-1902, it cost the corporation of Montreal and the Street Railway Co., \$102,000 to remove the snow from the streets. But there were great and lasting snowstorms. Last winter it only cost from \$85,000 to \$90,000.

The bridge over the Kaministiquia river at Stanley is being rebuilt. It was built by the Ontario Government about twenty years ago, but was damaged by ice and allowed to fall out of repair. The revival of silver mining calls for its repair.