

viding a set of pumping engines of three million imperial gallons capacity, with condensers, air and feed pumps, two steel boilers, etc., and to extend the water main to supply the Grand Trunk Railway (Company with water.

GUELPH, ONT.—Mr. A. B. Petrie recently purchased a tract of land near the Dundas bridge, on which he intends to build a gymnasium, with club room, swimming bath, etc., a first-class bicycle track, a grand stand to seat about 2,000, and a regulation sized hockey and skating rink. Mr. Hutchison, city engineer, is surveying the property at present. The work will be commenced in the spring and pushed forward as rapidly as possible.

OTTAWA, ONT.—Mr. H. J. Beemer promises to commence work at an early date on the proposed inter-provincial bridge, which is estimated to cost \$750,000.—E. F. E. Roy, secretary of the Department of Public Works, will receive tenders until Thursday, January 20th, 1898, for the construction of a training pier of pile-work at Matane and a breakwater at Aulse aux Gascons, Que. Plans at the office of the Clerk of Public Works, Quebec, and at above department.

HAMILTON, ONT.—The Cataract Power Company have been granted an extension of three months in which to complete their works.—Building permits have been granted as follows: W. P. Witton, alterations to Royal Hotel, cost \$35,000; E. B. Patterson, addition to factory of the Ontario Lantern Company, cost \$750.—The Sewers Committee has recommended the installing of an incinerator at the Ferguson ave. interception works, at a cost of \$4,000. The Council decided to allow the matter to stand until next year.

MONTREAL, QUE.—J. A. Chausse, architect, is preparing plans for a church to be built at Bonfield, Ont. Same architect is preparing plans for six tenements on Nonancourt street for F. X. Lalonde.—Mr. Laforest, superintendent of water-works, has again drawn the attention of the Council to the necessity of duplicating the pumping machinery at the high level pumping station. He estimates the cost of the proposed improvements as follows: Cost and erection of steam engine, \$40,000; cost of an additional boiler, remodelling building to receive engine and boiler, \$19,650; connecting the two sections of the reservoirs to the suction pipe, \$2,500; continuing the 20-inch main to the high level reservoir, \$7,650.

VICTORIA, B.C.—The Mountain Tramway and Electric Company will seek incorporation by private bill at the approaching session of the legislature.—John Cobeldic asks incorporation of a company to develop mines, construct blast furnaces, electric light plants, railroads, wharves, etc.—R. T. Elliott is solicitor for a company having for its object the construction of a railway from Pyramid harbor to the boundary line between British Columbia and the Northwest Territories.—Messrs. Weiler Bros., furniture and house supplies, write that they expect to commence building about next March. The proposed building will be 66 x 132 feet, five stories, of brick, heated by steam and lighted by electricity in the most modern style. Plans have not yet been prepared, but they will probably turn their attention to this early in January.

WINNIPEG, MAN.—The citizens have subscribed \$13,000 for the establishment of a coffee house in this city.—The by-law to raise \$30,000 to build a fire hall was carried by the ratepayers last week.—It is reported that the Sisters of Jesus and Mary contemplate the erection of a new convent building next year.—The Macpherson Fruit Co. are inviting tenders for the erection of a three-story warehouse. The building is to be located on Main street, opposite the city hall, and will be erected next spring.—It is understood that

a petition has been received by the local government from settlers in the Boyne district, asking for the drainage of the large marsh south-east of Carman, situated in the municipality of Dufferin. J. A. Macdonald, chief engineer, will report thereon. It is learned that Macdonald marsh, south-west of the city, is also to be drained.

LONDON, ONT.—The accepted plans for the proposed Jubilee hospital building, prepared by Mr. H. C. McBride, architect, provide for a foundation of stone, walls of white brick, with stone trimmings and slate roof, the building affording accommodation for 130 patients. The design consists of six semi-detached buildings, four pavilions, with administration building in the centre, the main facade facing the south, with wing containing dining rooms, etc., in rear of the main building. The floors of the operating room will be constructed with steel beams and terra cotta arches between same; on this tile or cement floor will be laid. The buildings will be heated and ventilated by the indirect steam hot blast system.—On Monday, January 3rd, the ratepayers will vote on a by-law to raise \$70,000 for increasing the accommodation at the General Hospital. The plans therefore have been prepared by Messrs. Moore & Henry, architects, and show the administration building in the centre of the group. The actual cost of the buildings and alterations for accommodating 110 patients will be \$45,000, but the design includes a special pavilion for private patients, some of the wards of which may be utilized for the special accommodation of children. The cost of a private patient's pavilion will be \$25,000, making a total of \$70,000.

TORONTO, ONT.—Mr. C. A. Burns, proprietor of the O'Connor house, corner Simcoe and Adelaide streets, has purchased the Strathy block on the opposite corner, and intends remodelling it for a first-class hotel.—The sum of \$1,729 has already been obtained towards providing a site for a residence for women students at Victoria University. A bequest of the late Hart A. Massey will provide for the erection of the building.—City Engineer Keating proposes to construct a new iron bridge over the Humber river, on the Lake Shore road, using the material taken from the Queen street subway. The stringers would permit a three-span bridge to be built at very little cost. Mr. Keating also states that the bridge over the Don at Eastern ave. may have to be rebuilt at an early date, and he proposes to replace it with the bridge now across Queen street and build a new bridge at that point.—A special meeting of the sub-committee of the Works Committee, appointed to ascertain the cost of extending Queen street into High Park, north of the railway tracks, was held last week. The City Engineer reported that, exclusive of the cost of grading, which is estimated at \$4,000, it would cost \$17,000 to fix up the roadway. This would include a brick pavement upon concrete between the car tracks, and two cinder paths. Mr. Hugh Ryan, representing the Sunnyside Orphanage, asked that the city should also erect a retaining wall along the street front, which would entail a further expenditure of about \$3,000.—A deputation from Schomberg, King Township, last week asked the Ontario government for a bonus for a line of railway fifteen miles long, from Aurora to Schomberg. A charter for this line was granted about two years ago, and the Dominion government voted a bonus of \$3,200 a mile.—A meeting was held in this city last week at which the construction of a railway to James Bay was discussed and advocated.—The Attorney-General has announced that something must be done to improve the accommodation for the reporters at the Parliament Buildings. The architect will be instructed to report upon some plan of

meeting the existing difficulty, either by lowering the present gallery or suspending another and smaller gallery in front of the present one.—Wm. Harris and John Sheridan, representing the Toronto Stock Yards Company, have made a proposition to the city in regard to retaining the cattle market on its present site, offering to erect the necessary stables, sheds, weigh scales, etc.—A deputation of the City Council will probably visit American cities with a view to examining the most improved market buildings.

FIRES.

The residence of R. L. Bloom, Port Stanley, Ont., was destroyed by fire on the 25th inst. No insurance.—The house belonging to Joseph Pinch, 5th concession, Township of Romney, a few miles from Whitney, Ont., was burned on the 27th inst.

CONTRACTS AWARDED.

KASLO, B.C.—Debentures amounting to \$12,000 have been sold to the Trust & Guarantee Co., of Toronto.

COWANSVILLE, QUE.—The Confederation Life Association has purchased \$20,000 of debentures, at 108.

CHATHAM, ONT.—The Chatham Dredging Company has been awarded a contract for dredging Trembley Creek, at a cost of \$4,000.

HALIFAX, N. S.—The contract for wiring the Bank of Nova Scotia building for electric lights has been let to Graham & Pickles.

HAMILTON, ONT.—Leather & Watson, of this city, are reported to have been awarded the contract for furnishing supplies for the St. Thomas street railway.

MONTREAL, QUE.—The municipality of St. Francois de Beauce has given the Dominion Bridge Company, of this city, the contract for the construction of an iron bridge over the Chaudiere river.

BROCKVILLE, ONT.—The contract for constructing a new station for the C.P.R. at Vancouver has been let to Thomas Tompkins, of this city, who has several other smaller contracts on the line.

SHERBROOKE, QUE.—Tenders for \$175,000 of 4 per cent. bonds, to run 25 years, were received as follows: Messrs. Frank Thompson & Company, 104.10; C. Ernest Gault, financial agent, Montreal, 104.06; Bank of British North America, 103.05; R. Wilson Smith, financial agent, Montreal, 103.00; A. Robert & Co., Montreal, 101.00. The Thompson tender has been accepted.

LONDON, ONT.—The City Council has accepted the tender of the Confederation Life Assurance Company for \$120,000 worth of city three and one-half per cent. bonds.—Tenders were received for fire alarm gongs from the United States Fire and Police Patrol Company, the Bell Telephone Company, the Gamewell Fire Alarm Company, the Anchor Electric Co., of Boston, and the Rogers Electric Co. The tender of the Bell Telephone Co. has been recommended for acceptance.

HARDENING CEMENT PAVING.

Portland cement paving will attain a considerable degree of hardness without any dressing or any special treatment; but paving laid in damp weather will ultimately attain a greater degree of hardness than that laid in very hot weather. Further hardening of the surface may be produced by keeping the work moist by means of wet cloths, or by damped sawdust or sand laid over the paving as soon as it has set; flooding the work with water, where this is possible, will be best of all. Miller mentions that cement work