

C. Gardiner, Johnson & Co., cast iron pipe, per ton, 4 and 6-inch, \$42.74; 8-inch, \$42.05. Steel mains, per lineal foot, 12-inch, \$1.59; 16-inch, \$2.08; 18-inch, \$2.21; 18-inch, thick, \$3.87.

The contracts was awarded of steel mains to Thomas Piggott Company; cast iron pipe, A. J. Forsyth; sub-merged mains, Evans, Coleman and Evans; Ludlow hydrants, Robertson, Godson & Company; pig lead, Robertson, Godson & Company.

RAILWAYS—STEAM AND ELECTRIC.

Quebec.

MONTREAL.—Half a dozen dining cars equal to the best on the continent have just been completed at the Angus shops for use on the Transcontinental service. Each car is 76 feet long and affords accommodation for 36 diners.

MONTREAL.—Work on the Montreal and Southern Counties Railway, to connect Montreal with the south shore, is now starting. John Quinlan & Company have the contract for the concrete work, and the United States Steel Company will supply the rails and other special work.

Alberta.

EDMONTON.—Monday, October 26th, saw the first street cars running in Edmonton and incidentally the first street cars to run between Winnipeg and the Pacific Coast in Western Canada.

EDMONTON.—It is alleged that the C.P.R. purposes building a branch 600 miles north of Edmonton to the Great Slave Lake. At Sturgeon Lake, 200 miles south of Great Slave Lake, another branch—really a main line—will run through the Peace River district and traverse the Pine River Pass will cross the Rockies, and, striking the Fraser River, will follow it for hundreds of miles. The objective is either Kamloops or Ashcroft. It is stated that the company may also extend this line westerly from Northern Cariboo to a point on tidewater midway between Vancouver and Prince Rupert.

LETHBRIDGE.—A contract will be completed whereby the C.P.R. take over the A. R. & I. Railway, and property. It includes 113 miles of railway and 425,000 acres of land.

British Columbia.

VANCOUVER.—Railway construction in Central British Columbia is an assured finality, according to Louis Hill, of the Great Northern Railway, who states that work on the branch line—the V. V. & E.—from the Boundary district to the coast, will be commenced and perfected early next spring. There yet remains the gap to be completed between the Similkameen and Sumas, at the ends of which points the V. V. & E. connects with the Great Northern system, controlled by the Hills.

Foreign.

LONDON, ENG.—Regarding the steel rails ordered by the Southern Punjab Railway from the Dominion Iron & Steel Company, it is said that the exact price quoted has been communicated in confidence to some of the English firms who tendered. The secret is being carefully preserved, but the price is said to be considerably lower than that at which the same firm is now supplying the same type of rail in the Dominion of Canada.

LIGHT, HEAT, AND POWER.

Quebec.

MONTREAL.—It is claimed that yet another company will make an effort to break through the ring at the City Hall for the purposes of supplying light to the city. The company in question is the Electric Service Company, and although nothing definite has as yet transpired, the terms to be offered are said to be equal to those of the old contract of the Montreal Light, Heat and Power Company.

Ontario.

CHATHAM.—The new agreement with the Colonial Engineering Company, of Montreal, Que., calls for a proper

dynamo instead of the present second-hand 50-light dynamo installed by the Colonial Engineering Company. All the other equipment put in by the company was accepted, and the company were asked to pay the costs of any repairs, for one year, if the said repairs be caused by defective installation.

FORT FRANCES.—Work has resumed on the development of the big water-power here for the Backus-Brooks Lumber Company. The development on the Canadian side of the river, including the erection of paper and pulp mills, will be rushed ahead and concluded before any extensive work is done on the American side. The contract for the completion of the dam and building the pulp mill has been let to J. J. White & Company, of New York. Their general superintendent and chief engineer, Mr. P. F. Richardson, of New York, is now on the ground, accompanied by Mr. H. P. Carter, assistant superintendent.

SEWERAGE AND WATERWORKS.

MONTREAL.—Superintendent Janin expects that with the present rate of progress the new conduit for the city's water supply will be completed in another fortnight. If the connection with the wheel house can be made before winter, Montreal will have an ample water supply and plenty of power to drive all the turbines for pumping the water to the reservoir.

MISCELLANEOUS.

Quebec.

MONTREAL.—Rapid shop work was recently done by the Structural Steel Company, Limited, in its Montreal works. On Friday, August 21, a contract was closed for two 125 feet through Pratt highway spans, with riveted trusses, steel floor and latticed handrails, meeting the requirements of Cooper's Class D., except that additions were made where necessary to carry a 20-ton threshing engine without exceeding 16,000 lb. fiber stress. The drawings were sent to the shops on Monday, August 24th, the trusses were fabricated, assembled, inspected by the Canadian Inspection Company, and match-marked, and on Friday, August 28, the spans were shipped to Alberta, one week after closing the contract.

Ontario.

ROSEDALE.—In improvement of the Trent Canal system, an old wooden lock at Rosedale, Ont., seven miles from Fenelon Falls, is being replaced by a concrete-and-iron lock, and a long channel and dam is in the course of construction. Lake Cameron and Lake Balsam will, by this work, be joined by a modern, easily-navigated waterway. The cost of the work will be \$300,000.

TORONTO.—Randolph MacDonald, President of the Dominion Engineering and Construction Company, announces that his organization will resume work in the spring. When the slump in the contracting business became evident last Fall, the company's head office at Montreal was closed, and the business placed in the hands of Henry Holgate, of the firm of Ross & Holgate. The value of the firm's plant was estimated at \$300,000, very little of which has been sold.

Alberta.

CALGARY.—The Western Canada Cement and Coal Co. were very successful in their exhibit of Exshaw cement at the Spokane Exhibition. This brand of cement is being used on the Washington water-power dam and two reinforced bridges across the Spokane River.

PERSONAL NOTES.

MR. HENRY E. CARRY has removed from Merritt, B.C., to Vancouver City.

MR. E. L. G. STRATHY, S.P.S., 1907, sails on October 31st for Porto Rico, where he has secured a position on the