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## CONTRACTS OPEN.

This column is to furnish Advance Reports of Building Projects, before the Closing of Contracts, for the special use of Material Men, Supply Men, Manufacturers, Builders, Architects, Roofers, Plumbers, Gas Fitters, Bridge Builders, Foundrymen, Hardware Men, etc.

Any of our subscribers who write to parties referred to in our Contract Column, will oblige us by naming the **TRADE REVIEW** as the source of their information.

## Railways, Canals, Bridges, etc.

The contract for the construction of the new railway from Trail to Robson has been awarded to a firm of British contractors. The price is said to be \$580,000.

The contract for the placing of the interlocking system of switches and signals at Junction City, on the Toronto, Hamilton & Buffalo Railway, has been awarded to the Canadian Switch & Spring Company.

The Montreal, Ottawa & Vaudreuil Railway is to commence running over the completed portion of the line between Montreal and Vankleek Hill. An application has been granted by the Railway Committee of the Privy Council allowing the M. O. & V. Railway to cross the C. A. R. near Vankleek Hill.

As stated last week the scheme to construct a viaduct from St. Henri to the Bonaventure depot has been revived, and an effort will be made to secure its construction. Plans for same have been prepared by Mr. Stuart Howard, C. E. The cost of the proposed viaduct, if built of stone, will be about \$271,700; if iron posts were used, \$325,051, and if constructed of trestle work, \$306,000, with an additional sum of 232,000 for filling in the trestle work.

The subject of building a railroad from Kootenay to the coast, via Crow's Nest Pass, is the chief aim at present of Vancouver, Victoria, and Westminster cities, and as Mr. Blair has been quoted as saying at Reedland last week that no feasible route has yet been outlined, his stay will undoubtedly be most interesting. The fact that Messrs. Davies and Blair preferred to take the American route to the coast, and were thereby detained three weeks by snow blockades, while traffic was uninterrupted on the line built by Canadian enterprise, is being freely discussed throughout the province. The Vancouver News Advertiser has published two strong editorials with the Ministerial action herein as their text.

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Another deputation from this city has interviewed the government at Quebec requesting a grant towards building the proposed bridge from Longueuil to Delorimier avenue. The structure will be 18,000 feet in length and 153 feet 3 inches above the water. The cost is estimated at \$5,000,000, of which \$6,000,000 is for the bridge proper, and \$2,000,000 for an elevated road from the Montreal bank of the river to the terminus on De Lorimier avenue. There will be two railway tracks, two electric tracks, two tracks for vehicles and two foot paths.

The short line between Montreal and Ottawa, which the Canadian Pacific Railway have been building for some time past, has now been finished as far as Alfred, a station seventy miles distant from Montreal. The first train over the new road arrived with a large number of passengers aboard. This new line, which will make the distance between Montreal and Ottawa just one hundred miles in length, will be completed next spring. All the work laid out to be accomplished this fall, namely, as far as Alfred, seventy miles from Montreal and thirty from Ottawa, has been accomplished in a most satisfactory manner.

The Montreal Bridge Company, which contemplates the uniting of the north and south shores of the St. Lawrence, via Ile Ronde, has caused activity in Longueuil municipal circles. At a meeting of the Town Council a strong resolution was passed asking aid for the enterprise from both the Dominion and local Governments, and a deputation from the sister corporations will go to Quebec to urge the matter upon the favorable consideration of the Hon. Mr. Flynn and his colleagues. Petitions are also being signed and forwarded to Ottawa and Quebec from Chateauguay, Vercheres, Laprairie, Richelieu, Napierville, Yamaska, St. Hyacinthe and other parishes on the south shore, urging upon both Governments the necessity of giving a generous helping hand to this work. A meeting in favor of the enterprise is to be held at Montreal South.

A railway project of interest to Toronto has been laid before the railway magnate, Mr. J. R. Booth, who has just completed the Ottawa, Arnprior, and Barry Sound line. The proposal is to build a line from Haliburton to Whitney, on the O. A. and P. S. railway, a distance of 25 miles, and thereby complete a new route between Ottawa and Toronto, probably to be operated by the Grand Trunk railway. The new line will be rather longer than the present Canadian Pacific railway route to Ottawa, but a great reduction of distance for the Grand Trunk, which now sends freight to the capital from Toronto via Coteau Junction. Mr. Booth has the proposal to enter into the scheme under consideration. Its importance to Toronto lies in the fact that the new connection would tap Mr. Booth's line in the centre of the new district, which he has opened up.

## Schools, Churches & Public Buildings.

Mr. J. Aloise Chausse, architect, is preparing plans for reparations of L'Assomption church, also for the reconstruction of the sacristy and new transe for the same.

Thos. Raymond, architect, has let the contract for the construction of a new church at Montmorency Falls, to Joseph Couture, of Notre Dame de Levis. The church is to cost \$17,000, and be completed in two years.

The carpenter and joiner's work for the interior of Somerset church, Quebec, has been awarded to Messrs. Paquet & Godbout, of St. Hyacinthe, at the price of \$17,000.—The church of St. Malachie is to be altered and decorated. The work has been given to Blais & Gignace.

A communication has been received by the City Council from Francis Lapadula, architect, of Chicago, stating that a syndicate of capitalists would construct on Mount Royal park a steel tower 60 feet in height and 268 feet at its base, provided the city would grant a site. The tower would be built according to Mr. Lapadula's plans. The company is capitalized at \$300,000.

The congregation of the Church of the Advent, Westmount, will commence the erection of a new edifice next spring. The architects are Cox & Anros. The seating capacity will accommodate 600 persons, and the materials will consist of red pressed brick on the exterior, with leaf sandstone dressings. The spire will be constructed entirely of stone. The interior will be of pine and the passage ways will be paved with encaustic tiles. The heating will be by hot water, and the lighting by gas and electricity. A special system of ventilation will be adopted.

## Railway and Municipal Bonds.

The by-law to grant to the Canadian Pacific Railway the sum of \$20,000 towards the erection at Carleton Place, Ont., of permanent and more extensive workshops, has been carried by a majority of 42, equivalent to an unanimous vote.

The Hamilton City Council received tenders as follows for the purchase of \$5,000 of sewage disposal debentures: City and District Bank, Montreal, \$5,000; O'Hara & Company, Toronto, \$5,000; George A. Simmon, Toronto, \$5,000; Stuart Strath, on behalf of the Trades Bank, \$5,511 (accepted).

## Houses.

Mr. Theo. Daoust, architect, will call for tenders in a few days for two houses on Park avenue for Mde. J. E. Robitoux, and for one building, three stories, to be erected on St. Elizabeth street, St. Henry, by the Sisters of St. Anne. The proprietors are the School Commissioners of St. Henry.

In this city building permits have been granted as follows: One house, two stories, 30 x 46 feet, stone and brick, on Exploit street, for Chas. Gratton; architect, L. E. Montheilard, contractors, masonry, Chateau & Lemay; carpentry, Max. Piquet.

Mrs. Theodore Daoust, architect, has awarded the following contracts:—Two houses three stories, Summer Hill street, for Dame N. Drabbariers—masonry, La Treille Bros.; carpenter and joiner's work, W. Baril; roofing, plumbing and heating, R. Leclerc & Sons; brick, Jm. Bédard. Two houses, four stories, on Parc