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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.

Waterworks, Paving, Lighting, etc.

The town of Wellington, B. C., has under consideration the construction of a waterworks system.

The city engineer of Windsor, Ont., has been instructed to prepare plans, etc., for a system of sewers in the southwest part of the city, to cost about \$8,000.

Tenders for the construction of reservoir, valve well and gate house in connection with the water works are invited by J. N. Armstrong, town clerk of North Sydney N. S.

The vote on a by-law authorizing the construction of a system of sewerage at Fredericton, N.B., resulted in the defeat of the scheme. The system is considered too expensive.

Estimates are being prepared by the City Engineer of the cost of constructing new roadways throughout Toronto city in place of those that are absolutely worn out and beyond further repair.

Messrs. Chapman and Huetzky, and Mr. Gordon-Smith, of Boston, have presented their report on the extension of the sewerage system of London, Ont. The proposition is to carry the sewerage to the lands on the south side of the river at the western limit of the city and adjacent thereto, and dispose of it by intermittent filtration. The complete cost, including plans and preparation of beds, is estimated at \$207,000.

St. Hyacinthe's city fathers are taking steps to secure an abundant supply of pure wholesome water for the city and if they succeed they will have removed one of the causes of the high rate of mortality among the people. At the last meeting of the City Council it was resolved to remove the aqueduct further up the river where the water is uncontaminated by the sewers of the city as they are at present. An American filter is also to be purchased at a cost of \$6,000. It is estimated that when completed the waterworks will cost in the neighborhood of \$90,000.

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Railway and Municipal Bonds.

The ratepayers of Rat Portage will vote on a by-law in September to raise \$15,000 for local improvements.

Newmarket ratepayers will vote on a by-law to raise \$10,000 to purchase and install an electric light plant for the town.

The St. Thomas city council will submit a by-law to the ratepayers for the establishment of a city electric light plant.

A by-law has been passed by the Belleville council providing for the issue of debentures to the amount of \$8,500 for the purpose of making permanent improvements in the Central and High School buildings. Geo. Denmark, city clerk.

The City Engineer of Toronto is again urging that work be commenced on the John street bridge. The remaining spans of 150 and 62 feet will probably be completed this year, and the building of the ramps will then be all that remains to finish the bridge.

John Robinson, Town Clerk of Niagara Falls will receive proposals until the 15th inst. for the purchase of \$100,000 sewer debentures, bearing interest, payable in thirty years, also tenders for the whole issue of sewer debentures of \$100,000. Wm. Nichols, architect, is preparing specifications for an improved system of heating in the public schools.

To those who know the history of the building of the T. H. and B. it seems strange that the railway should become so closely allied to the C.P.R., when at one time they were at daggers drawn. When the spur line to connect the T. H. and B. with the Toronto branch of the Grand Trunk is completed, it is likely that negotiations will be entered into for the building of a line from Brantford to Woodstock. This would enable the C.P.R. to carry passengers from Detroit to Welland over its own line and the T.H. and B., and from Welland to the Falls and Buffalo over the Michigan Central. In the future the C.P.R. might build a line from Welland to the Falls.

Railways, Canals, Bridges, etc.

The annex to the Kensington bridge will not be built this year. The cost will be about \$7,000.

The shareholders of the Hamilton and Dundas railway have approved of the conversion of the road into an electric line.

Contracts will be awarded this week for materials required for the extension of the Hamilton Grimsby and Beamsville railway to Beamsville.

P. W. Rossmen, superintendent of the Portage and Pacific Junction railway, states that the road will be extended from Aylmer to Hull at once.

The old drawbridge, across the Wallace river N. S. is being replaced by a new iron structure. Contractor McDonald is in charge of the work. The new bridge was much needed.

McLean Brothers, and J. H. Brownlee, C. E., are interested in a proposed railway, to extend from Vancouver through South British Columbia to Kootenay, with branches. The erection of a smelter is also a part of the project.

GEORGE F. HARDY.

Mr. Fenson, of Toronto, proposes to take up the project of building an electric railway at Springbank, London, Ont. from the waterworks park to the summit of the height.

Application will be made to Parliament for the incorporation of the Crown's Neck Pass Railway Company, with power to build a road from Lethbridge, through the Rocky Mountains to Nelson, B. C.

Surveys of the Trent Valley canal are being made from Trenton to Frankford, and from Lake Simcoe to Georgian Bay. Between four and five million dollars will be the cost of completing the system from Lake Ontario to Georgian Bay.

Mr. Wm. McKenzie of the Toronto Railway Company, and Mr. McCulloch, electrical engineer, recently inspected a portion of the road between Long Branch and Hamilton, with the object, it is said, of extending the electric line to Hamilton.

Notice is given that the St. Catharines & Niagara Central Railway Company will apply to parliament next session for an act authorizing the company to extend a line of railway and branches to connect with the Toronto, Hamilton & Belleville railway east of Smithville.

The promoters of the Hamilton, Oakville and Ancaster Electric Railway, who it is proposed to build from the corner of Queen and Herkimer streets via the Blackett mountain drive to Ancaster, have asked that the city buy the mountain drive and take \$10,000 stock in the railway, which will cost about \$10,000 per mile.

It is now very questionable if passenger trains will be running from Ottawa to Barry's Bay this winter. It will be later the fall before the line is completed, if it is completed at all this year. If trains do not run through to Barry's Bay this winter it is likely that Gilmour, 75 miles above Barry's Bay, the present terminus, and to from Ottawa, will be made the terminus of the line for the winter.

The directors of the proposed Cay Ahnau and Lanark Railway held a meeting on Wednesday last, when it was decided to begin preliminary surveys at once. It is proposed to have the line run from Cay to Bridgewater, a distance of some 65 miles, passing through Ahnau and Lanark. From Bridgewater the line will connect with the Central Ontario R. R. and the Grand Trunk. Among the promoters are Mr. T. W. Bains, president and Messrs. W. H. Stafford, D. M. Fane, D. Shaw, Dr. Groves and J. W. McEwen.

In British Columbia there has been incorporated a company to be known as the Vancouver, Victoria & Eastern Railway and Navigation Company. The line starts from Vancouver on Burrard Inlet, then across the municipalities of South Vancouver, Richmond, Delta, Surrey, Langley, Matsqui, Sumas and Chilliwack, then across the first mountain range, by a route lately discovered, thence across Fraser valley, Okanagan valley, through the Boundary Creek and Kettle River country, into the great mining district of Kootenay, with power to extend across the continent to some point on the Atlantic seaboard with branches to New Westminster, Victoria and Nanaimo.