

Saskatchewan.

NORTH BATTLEFORD.—One hundred thousand dollars will be spent by this municipality for the installation of water-works, sewerage and electric light. Contracts have been awarded as follows:—Excavations, McManus & Marocco, of Winnipeg; power house and pump house, William Cook, Saskatoon, Sask.; steel water tower and housing, Ontario Wind Engine & Pump Company; foundation for water tower, William Cook; water pipes (cast iron and special); hydrants, valves, etc., Canada Foundry Company.

Alberta.

EDMONTON.—The Edmonton Standard Coal Company has been given a contract for 1,400 tons of coal at \$2.90.

EDMONTON.—Tenders for the new high school were as follows:—

	Roman stone.	Calgary.	Tyndall.
*Carmel & Spencer	\$105,101	\$105,101	\$115,601
Manson & Dunlop	113,690	114,494	117,799
Rendall & Mackay	114,578	115,578
McHardy & Sheppard	135,377
Geo. C. Porter	117,184	119,684
Chas. May	116,400	116,980
Pheasey & Batson	114,300	114,800

*Accepted.

RAILWAYS—STEAM AND ELECTRIC.

New Brunswick.

MONCTON.—The new I.C.R. freight car and passenger car repair shops, to be built at St. John, will be of the most modern and advanced style, according to the plans now on file at the chief engineer's office of the I.C.R. here.

ST. JOHN.—The C.P.R. will spend \$75,000 on improvements at Aroostook Junction. Tenders for the extensions, which include a six-stall engine house, turntable and pit, will be opened in a few days.

ST. JOHN.—A. & W. D. Wheaton have been awarded the contract by the Drummonds for the twelve mile section of railroad between Bathurst and their mines in Gloucester County. They have sublet five miles of the work to the contracting firm of Mitchell & Sutherland. Both of these firms have been sub-contractors from the Toronto Construction Company on their work on the G.T.P. Mitchell and Sutherland were at Chipman, and the Wheatons about eight miles northeast of Stanley in York County.

Quebec.

MONTREAL.—Most of the proceeds of the sale by the Canadian Pacific of \$5,000,000 of its preferred stock in London will be applied to the enlargement of its terminal facilities at Montreal.

MONTREAL.—A strong belief prevails in railway and financial circles that negotiations are now in an advanced stage aiming at the acquisition of the New York Ontario and Western, either by the Canadian Pacific direct or through its Soo line. The assets of the New York, Ontario and Eastern are valued at \$92,870,000, of which \$77,000,000 represents franchises and property and \$12,000,000 investments in other companies. Its common stock is \$58,000,000, and its funded debt \$23,000,000.

Ontario.

COBALT.—Chief Engineer C. G. Henry, of the Nipissing Central Railway, has gone to Ottawa to file with the Government and Railway Commission, final location and structural plans of the Nipissing Central Railway, which is to connect Cobalt and Haileybury by an electric line this year.

FORT WILLIAM.—A new union depot is being built at this point. The C.P.R. has put a force of men on the excavations.

HAMILTON.—It is believed that railway construction will be active about this city during the latter part of this year, as several railway companies are likely to begin operations in extending their lines. The Radial may be extended

from Oakville to Toronto, the Guelph Junction spur line will probably be started, the Canadian Northern proposes to build its Niagara to Ottawa line, and the Hamilton, Waterloo & Guelph Railway will likely be started. The condition of the money market during the last year or more has interfered with the plans of some of the companies mentioned, but it is understood that this difficulty has been or is being met and that in a short time active operations will be commenced.

OTTAWA.—The Railway Commission has issued an order compelling every railway in Canada to have the whole of its right-of-way properly fenced in by January 1, 1911. The order states that the fence must be of a minimum height of four feet six inches, and gates must be provided at every farm crossing. At every level highway crossing there must be adequate cattle guards. The width of approaches to level crossings must be twenty feet on concession and main roads and sixteen feet on side and bush roads.

TORONTO.—The Canadian Northern Railway have just sold debentures amounting to \$10,000,000, which will be applied on the construction of a line from Toronto to Niagara Falls, with an extension from Toronto to Smith Falls and Ottawa, to join existing lines to Montreal and Quebec via Hawkesbury.

TORONTO.—Writing to the Ontario Railway Board, the manager of the Irondale Bancroft and Ottawa Railway intimated that his line might shortly be extended in the near future towards Ottawa. At present the line extends from Kinmount Junction on the Grand Trunk to Bancroft, a distance of 48 miles.

Manitoba.

WINNIPEG.—The Fisher Construction Company, of Chicago, is considering the construction of an electric railway from Minot, N.D., to a point near Boscurnis, Sask. It is said that \$150,000 has already been subscribed.

Saskatchewan.

NORTH BATTLEFORD.—Operations on the North Battleford-Athabasca line to the North-West began on Monday last. One of the construction parties arrived here on Sunday, followed on Thursday by a second party. Fifty miles of this road has been guaranteed by the Government, but it is probable that considerably more than fifty miles of this road will be built this year.

Alberta.

CALGARY.—Medium weight rails are being replaced by those of the heaviest weight on the Edmonton and Macleod branches of the C.P.R.

EDMONTON.—An eighteen-stall roundhouse and work shops will shortly be erected in Edmonton by the G.T.P.

EDMONTON.—Messrs. Foley, Welch and Stewart have received the contract for building that part of the Grand Trunk Pacific between Macleod River and Tete Juane Cache, B.C., which will carry the line through and fifty miles to the west of the Yellowhead Pass. This section is one hundred and eighty miles long. Rails are being laid from Edmonton west to Macleod River, to which point, it is announced, trains will be running from Winnipeg by September. The railway company is also calling for tenders to be in by August 15th, for the construction of 140 miles of line from Kitsalas Canyon to Aldermere in Buckley Valley, being the second section inland from the Pacific Coast end of the line. With construction under these contracts in operation, there will be left but one section of 350 miles of gap in northern British Columbia.

British Columbia.

HEDLEY.—Construction of the V. V. & E. is being rushed as rapidly as possible. D. Stewart has the contract for track-laying.

KAMLOOPS.—The Canadian Northern surveying parties engaged in locating a line between Kamloops and Vancouver, have now reached Spuzzum. The bluff opposite Yale calls for a tunnel 2,000 feet in length.

PHOENIX.—A party of C.P.R. engineers recently made a survey of a proposed track 12 miles in length, from Phoenix to Wellington camp.