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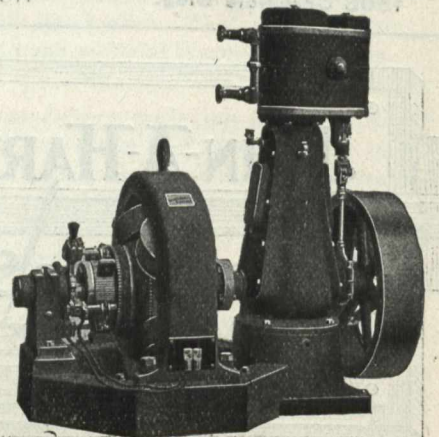
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H. G. Hocken, Toronto. Western Dry Dock & Shipbuilding Company, \$1,000,000; J. H. Spence, C. E. H. Freeman, A. Singer, Toronto. The McPhail & Wright Construction Company, \$50,000; D. P. McPhail, J. A. McPhail, K. McK. Wright, Sault Ste. Marie, Ont. Gow Ganda Transport Company, \$100,000; A. C. McKenzie, Beaverton; R. B. Henderson, A. H. Royce, Toronto.

The general manager of the Bessemer & Lake Erie Railroad, in his annual report, has the following to say regarding the use of set ties on that road, which is more extensive than on any other railroad in the country: "The use of the steel tie continues to increase our confidence in its utility and I think it is within reasonable bounds to assert that within the next three years the Bessemer road will be double-tracked between Conneaut Harbour and North Bessemer with steel ties, and that by that time the price of first-class white oak wooden ties will be considerably over \$1 each, whereas the steel ties are selling to-day at about \$2, and that the management of the Bessemer road can feel that, aside from the few ties that may be destroyed by reason of derailments (and which have a scrap value of at least half of their purchase price), for the next 20 to 40 years the question of tie renewals will not enter into calculations of expenses for maintenance of way."