

500 toise of stone were accepted as follows: Joseph Williams, delivered at waterworks dock, \$8; E. & R. Golding, at city dock, \$7.90 per toise.

MONTREAL, QUE.—The Road Committee has accepted the following tenders for supplies: Oils—Auguste Couillard and Ramsay & Son: Spikes—Caverhill & Learmont; Brick—Charles Shepherd; Cement—Bellhouse, Dillon & Co., 63c per cwt., for Brooke and Shoebridge cement; Iron castings—Pascal Amesse and Garth & Co.; Curbstone—Isaie Desormeau; Flagstone and crossings—F. D. Lawrence; Lumber—T. Prefontaine & Co., white pine; J. & B. Grier and Shearer, Brown & Co., tamarac floats; J. T. Marchand, spruce; E. H. Lemay, yellow pine; Tamarac plank—J. T. Marchand & Co.; Creosote, cotton waste, oakum, axle grease—James Wilson & Co.; Dualine detonators and fuses—Hamilton Powder Company; Rubber hand hose and lace leather—Frothingham & Workman; Coal tar, creosote and pitch.—The Paterson Manufacturing Co.

PLANS FOR BRIDGE IN AUSTRALIA.

The following additional particulars have been received regarding the proposed bridge to be built by the New South Wales government connecting the northern and southern shores of Sydney harbor: Two prizes are offered, one of £1,000 and another of £500, open to all the world, for the most suitable designs, to be received by August 1st, 1900. The designs must provide for two footways each 10 feet wide, two roadways each 20 feet wide or one roadway 40 feet wide, also for a width of 24 feet in the clear for a double line of railway. It is considered that the bridge should be a single tier bridge, but designs showing either the footways or the roadway, or both, overhead, may be submitted, and will receive consideration. The bridge must consist of a single span, and a clear headway of 180 feet above high water, for at least the middle 600 feet of its length, must be provided. The structure must be designed to carry a live load of 130 lb. per superficial foot of roadway and footpath, and every part of the roadway is to be capable of carrying a moving load of 30 tons on two pairs of wheels, and for a train on each line of railway consisting of three of the heaviest class of engine and tender in steam, followed by loaded trucks. The engines and tenders to be taken as weighing 110 tons, with a length of 55 feet; and an axle load on drivers of 18 tons, the distributed load due to the loaded trucks to be taken as 1½ tons per lineal foot.

Sanders and Powers, planing mill and contractors, are commencing business at St. Thomas, Ont.

Gagnor & Caron have been appointed curators of the estate of Clafond & Co., contractors, Montreal.

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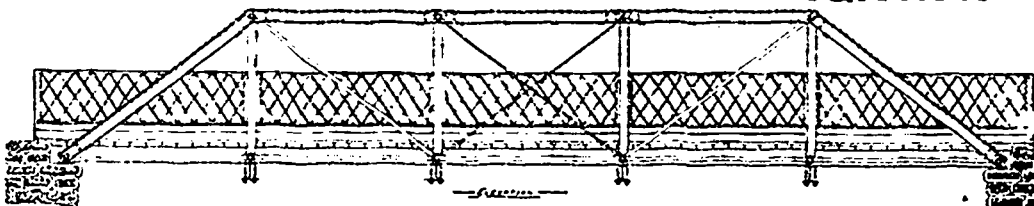
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