

Alberta.

CALGARY.—The contract for street paving was awarded to the Kettle River Quarry Company. The tenders were as follows: The Bitulithic Company tendered at \$127,485, and submitted terms for extra work; \$2.98 per square yard was the price for street paving; single track lineal foot, \$6; double, \$12; excavation, per square yard, 60 cents; combined curb and gutter, per lineal foot, \$1. For creosoted block pavement, the Kettle River Quarry Co. submitted a price of \$135,000. Extra work: street or side paving, per square yard, \$3.48; double track, including paving, \$12.50 per lineal foot; single track, \$6.25; excavation, per cubic yard, 60 cents; combined curb and gutter, per lineal foot, 75 cents. J. C. McNeill's new price for California asphalt was \$115,000. Extra concrete, per cubic yard, \$7; asphalt concrete, per square yard, \$3; excavation, per cubic yard, 75c.; railway cedar ties, 70c. For Worswick asphalt the price of \$110,000 was submitted. Extra work: concrete, per cubic yard, \$7; asphalt concrete, per yard, \$3; excavation, 75c.; railway cedar ties, 70c. John Gunn & Sons tendered for carbolineum paving blocks, guaranteed 10 years, at \$146,500.

EDMONTON.—The contracts for grading from Ninth Street to the river have been let to J. L. Eagle at 22 cents per cubic yard; for erecting poles to Oscar Barnstead, for \$4,450; for electric generators to the Westinghouse Company; for motor generators, to the Canadian General Electric Company; for rails, copper wire, bolts, plates, etc., to Gorman, Clancey & Grindley, of Edmonton.

British Columbia.

VICTORIA.—Tenders were opened by the City Council for wire insulators and locus pins. The following were the prices: Hutchison Bros. & Co., Limited, wire, 19¼ cents per pound; insulators, \$950 per hundred, and pins, \$3.50 per hundred. Hinton Electric Company, wire, \$1,145; insulators, \$21, and pins, \$7.50. Hawkins & Hayward, wire, 19¼ cents per pound; insulators, \$9.25 per hundred, and pins, \$3.50 per hundred. Referred to the city electrician and the purchasing agent for report to the electric light committee. The following tenders for steel work for the concrete high level tank were opened: Marine Iron Works, tank, ladder, staircase, bolts, etc., \$3,800; Victoria Machinery Depot, \$3,400; Robertson Iron Works, \$2,650; B. C. Marine Railway Co., \$4,550. John Inglis & Co., through their agent, F. B. Ward, of Vancouver, also put in a tender, which, however, was not totalled up. These were referred to the water commissioner, the purchasing agent and the city engineer for report.

Foreign.

CATTLESLOE CENTRAL, WEST AUSTRALIA.—The D. P. Battery Co., Limited, have received an order for the renewal with their W. L. 9 type of the above battery for the station here.

CHIPPING NORTON, ENG.—The D. P. Battery Company, Limited, have secured the contract for the supply of a battery of their L. 15 type cells for the above central station.

LACONIA, N.H.—The Laconia Car Company has closed a contract with the Aberthaw Construction Company of Boston for the erection of cabinet shop and storage building. It is proposed to build the cabinet shop with concrete walls and mill construction floors. The storage building is to be fire-proof. The work involves the removal of two of the existing wooden buildings to make room for the new construction. The work is to be pushed rapidly in order to give the increased output necessary for the car company's business.

SEATTLE.—Bids for the construction of a new fireboat for the city of Seattle, Wash., were opened by the board of public works on July 18th. There were but two bidders for the boat complete, the Moran Co., of Seattle, whose bid was \$165,000, and the Willamette Iron & Steel Works, of Portland, Ore., whose bid was \$122,475. No award was made.

RAILWAYS—STEAM AND ELECTRIC.**Ontario.**

BRANTFORD.—John S. Clark, first president and promoter of the Grand Valley Railway, has entered action

on behalf of himself and other bondholders and shareholders against the Grand Valley Railway Co. and a number of individuals for an injunction restraining the sale of the railway to M. A. Verner, a Pittsburg financier.

BRUCE MINES.—Business men and others with faith in the future of Bruce Mines and of the country along the North Channel are continuing the agitation begun some time ago for the construction of a Government railroad from "The Bruce" northland to some point on the Transcontinental.

NORTH BAY.—The rails are laid now on the Temiskaming and Northern Railway to within about twenty-five miles of the junction with the National Transcontinental Railway. It is expected, if the weather holds good, to have the steel laid so trains could run to the junction by the 15th of October.

OTTAWA.—Hon. S. N. Parent, chairman of the Transcontinental Railway Commission, and Hon. Jacques Bureau, Solicitor-General, left for Lataque, Quebec, August 13th, in connection with the selection of the site and the plans for the Grand Trunk Pacific yards, station, etc., at that divisional point on the new line. Lataque will be one of the most important points on the Quebec division of the road.

ST. THOMAS.—The M.C.R. has a large number of men on the work train engaged in improving the roadbed. The material used is crushed stone, which is much more satisfactory than gravel, which has been used heretofore. All the known supply of any account has been exhausted, and crushed stone is the only substitute to bear the strain of heavy travel.

ST. MARY'S.—John E. Webb, railroad contractor, states that his business will pay all debts in full. He has issued a writ against the St. Mary's and Western Ontario Railway Co. to recover unstated damages for the cancellation of his contract. This action, he says, compelled him to assign for the benefit of his creditors to his brother, George F. Webb, of Hamilton. Mr. Webb says that there is \$35,000 due him by the railway, and that this will cover his entire indebtedness.

STRATFORD.—One hundred men have been working out of Bright on the Buffalo-Goderich line of the G.T.R., putting in new track rails and taking away the old. The work will continue through Stratford as far as Holmesville, a few miles south-east of Goderich. The rails that are being replaced are of Barrow steel, and to a great extent are the 56-pound rail. The new steel is an 80-pound rail, and is more suitable for heavy traffic.

WELLAND.—The work of connecting the Niagara, St. Catharines and Toronto line with the T., H. and B. Railway will be gone on with as soon as the Government approves of the plan for the bridge, which it now has in its possession. The cost will be about \$25,000.

Alberta.

EDMONTON.—A force of about 3,550 men is at present employed by Foley, Welch & Stewart on the G.T.P. grade west of Edmonton, a large proportion of these being between the city and the Pembina River.

LIGHT, HEAT, AND POWER.**Ontario.**

BRANTFORD.—Mr. J. H. Fryer, Galt, president of the Municipalities Power Union, has notified Brantford that it must reach a decision regarding Niagara power within ten days if it is to enter the Union. The local committee thinks that a definite answer will be forthcoming by that time. The Western Counties Company, now operating here, has made the city a very favorable offer for the renewal of the street lighting franchise, which expires next month.

GALT.—Mayor Patterson, supported by three aldermen, still refuses to sign the Hydro-Electric power contract, as embodied in the by-law which has received its third