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Montreal, Que.

No trouble to give estimates for any work

traffic tolls on the bridge. A railway into the town being, at the same time, at once assured. The above are the salient points of the Rand scheme, as made public a few months ago, and which, we understand, have undergone no material modification since—the hitch in the meantime having been a delay with regard to the financial arrangements of the London syndicate—which have just been satisfactorily concluded, as announced to Mr. Rand immediately by cable. The bona fides of the London syndicate are placed beyond question by the announcement that their forfeits of £12,000 to the Vancouver city council and £5,000 to the Westminster city council, are ready for deposit to the credit of the respective cities, as soon as the councils in question have signified their intention to put the necessary bylaws before the ratepayers.

Miscellaneous.

The Sherbrooke Gas and Water Company, Quebec, are putting in electric machines to supply motor power to manufacturers and others.

Messrs. Rhodes Curry & Co. have received a contract from the Halifax Electric Street Railway for 14 street cars and a \$2,800 car house for the same company.

The vice president of the C.P.R. is at present taking a trip through the Kootenay country, accompanied by divisional superintendent Abbott, with a view of extending the C.P.R. lines in that district. Work is being actively pushed on all of the uncompleted lines in the interior.

A new gas line has been surveyed from the South Essex fields to Windsor, Ont. The line will go up the rear Talbot road until it strikes the town line between Mail stone and Colchester. The line will be tapped and a branch will convey the gas to Essex. It will be completed before fall.

The contract for the new Hudson's Bay company's flour mill at Prince Albert, Sask., is let and the work is to be proceeded with at once. It is intended to be a much larger structure than the former one, and it is to be built of brick. It is to be fitted up with the most improved machinery.

Windsor is to have a grain elevator and warehouse. The site has been selected and work will be commenced at once. Walter Malone, of Bruce avenue, is the projector. The plans have been prepared by architect McLean, of Windsor. The building will be a four story structure starting on a level with the railway company's tracks, and will have two stories on Sandwich street above the street level. The first two stories will be of wood covered with corrugated iron. The first floor will be for potatoes and roots and will also contain a cold storage plant. The second floor will be for pork and barrelled goods. The third floor which will be on the street level will be the working floor, packages

which are held but a short time can be stored there. A covered driveway ten feet wide will run in front for the accommodation of teams unloading. The grain will be dumped into a hopper scale and conveyed to the top of the building where it will be distributed into the various bins on the fourth floor. Spouts will run direct from the grain bins to the cars below, thus reducing the cost of handling the grain to the lowest point. The building will have a capacity of 120,000 bushels of grain.

Alex. Cunningham, of Merry & Cunningham, the Scotch iron people, have been here looking after machinery for making coke in connection with the extensive coal mines at Union. They expect to spend \$150,000 and be ready by Christmas. San Francisco alone takes 40,000 tons of coke yearly, and, together with the numerous smelters now being established a heavy demand will spring up.



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CONTRACTS LET.

The Church of England, Vernon, B.C., is nearing completion.

Mr. Frost, Nanaimo, B.C., has been awarded the contract for the construction of a new lighthouse on Parlock Point, Trevest Island, B.C.

The contract for building the Wallaceburg Flax Mill Company's new mill at Wallaceburg Ont., has been let to P. McCarron. The building and machinery of the new factory will cost \$3,700. The capital stock of the company is now \$10,000 and more stock is being solicited.

St. John, N.B., at a meeting of the Council held to consider the report of the board of works on the Newman's Brook bridge. The board reported that they had received tenders from W. Lewis and Son to build the bridge for \$1,885 and the price for \$10 per cubic yard, from John A. Jones & Co. for \$3,000.80 and the price at \$10 per cubic yard. From James Fleming for \$3,170 for the bridge and the price for \$7.50 per cubic yard. They recommended that the tenders of Messrs. J. W. Lewis and Son be accepted and the completion of the work asked for Nov. 1st next.

The completed figures of the foreign trade of the United States for the fiscal year, which ended on June 30 last, show a smaller volume of exports and a smaller volume exports and a smaller excess of exports over imports than in 1894, but a larger excess of exports than in 1893. The domestic exports and the imports for the three years were as follows:

| | Imports. | Exports. | Excess. |
|---------|-------------|-------------|-------------|
| | \$ | \$ | \$ |
| 1893... | 861,404,000 | 851,030,000 | 35,370,000 |
| 1894... | 647,775,000 | 869,058,000 | 221,283,000 |
| 1895... | 731,200,000 | 733,553,000 | 61,592,000 |

The figures for 1895, while not showing such large totals as were hoped for in some quarters, are regarded as indicating a more healthy condition of trade and a larger purchasing power in the United States than existed in 1894. The figures for June show an excess of imports of \$6,

300,008, the imports having been \$61,403,621 and the exports \$55,102,926. The imports for June, 1894, were \$51,278,810, and the exports were \$57,502,987, showing an excess of exports of \$6,224,177. The balance of imports of gold during June was \$1,003,750, against an excess of exports in June, 1894, of \$22,376,872. The balance of gold imports for the five months ending with June has now risen to \$16,631,695 while for corresponding five months of 1894 showed a balance of exports of \$58,000,016. The balance in favor of the United States, therefore, under the operations of the Lond syndicate, has been more than \$75,000,000.

Notwithstanding the uninviting state of the English and Scotch markets, shipments from Montreal continue at quite a remarkable rate. Of course, shippers are obliged to fill their space previously engaged, and this to a great extent accounts for the liberal movement. The dry weather in the west, too, is an important factor in this respect, as it assists in pushing the cattle forward sooner than otherwise might be the case. The following table, giving the shipments from Montreal for the week ending July 17, was compiled by R. B. E. dike, Live Stock Exchange:

| | Cattle. | Sheep. |
|-----------------------------------|---------|--------|
| July 11—Merrimack.....London..... | 523 | 1,571 |
| " 11—Scotia..... | 332 | 288 |
| " 11—Etolia..... | 201 | 322 |
| " 13—Mon exama..... | 502 | 278 |
| " 16—Rosarian..... | 502 | 954 |
| " 13—Maripso.....Liverpool.. | 98 | 820 |
| " 16—Parkmore..... | 720 | 879 |
| " 17—Lake Huron..... | 504 | 902 |
| " 11—Warwick.....Glasgow.. | 400 | 158 |
| " 16—Pomeranian..... | 215 | — |
| " 16—Ecclema.....Newcastle. | 196 | 478 |
| " 12—Dracoma.....St. Malo..... | 300 | — |

Total.....4,478 6,949

Last week the shipments were: Cattle, 2,578 head; sheep, 4,214 head.

Two weeks ago, Cattle, 3,720 head; sheep, 4,215 head.

At the general annual meeting of the Quebec & Lake St. John Railway Company, held in this city Tuesday, the following gentlemen were chosen directors for the ensuing year:—Messrs. Frank Ross, E. Brander, Gaspard LeMoine, T. A. Piddington, H. H. F. Gormon, John Theodore Ross, H. H. F. Laugel, M. P. Jules Tessier, M. P. P. Gavan Morr, Hon. Gen. Irvine and Edwin Hansen (Montreal), the non elective members of the Board are S. N. Parent, Mayor of Quebec; Hon. Judge Gagne, Chicoutimi; and Mr. Lawrence Stafford. At a subsequent meeting of the Directors, Mr. Frank Ross was elected President and Messrs. Gaspard LeMoine and T. A. Piddington, Vice-Presidents, for the ensuing year. The traffic returns being submitted, showed an increase over last year in the gross earnings of the main line of \$17,895, and in the net earnings of \$11,531. The increase on the gross earnings of the Chicoutimi branch was \$10,922; the number of passengers carried during the year on the whole system was 122,941, as compared with 109,515 in 1893, and the num-