

Toronto, Ont.—Tenders have been received for the supply of approximately six thousand feet of two-and-one-half-inch fire hose required to be purchased for the Fire Department, as follows:—

Hose Tenders.

| Tender No. | Brand. | Ply. | Weight. | Pressure Guarantee. | Time Guarantee. | Price per foot. | |
|------------|---------------------------|------|---------|---------------------|-----------------|-----------------|------|
| 1. | Dunlop D'ble Jacket.... | 59 | lbs. | 400 lbs. | 3 yrs. | \$1 05 | |
| | Niagara D'ble Jacket.... | 55½ | " | 400 " | 3 " | 95 | |
| | Cataract D'ble Jacket.... | 52 | " | 400 " | 3 " | 90 | |
| 2. | Keystone D'ble Jacket.. | 58 | " | 400 " | 3 " | 1 05 | |
| | Patrol Double Jacket.... | 55 | " | 400 " | 3 " | 95 | |
| | Squelcher | 3 | 47 | " | 400 " | 3 " | 1 00 |
| 3. | Magnet Multiple Wov'n.. | 58 | " | 400 " | 3 " | 95 | |
| 4. | Special High Pressure | | | | | | |
| | Multiple Woven | 4 | 60 | " | 400 " | 3 " | 1 10 |
| | Trojan Jacket | 3 | 50 | " | 400 " | 3 " | 90 |
| | Paragon | 3 | 49 | " | 400 " | 3 " | 1 05 |
| | Multiple Woven | 2 | 47 | " | 400 " | 3 " | 1 00 |

The Board awarded contracts as follows:—

Tender No. 1.—Dunlop double jacket, 1,000 feet, price \$1.05 per foot—To the Dunlop Tire and Rubber Goods Co.

Tender No. 2.—Keystone double jacket, 1,000 feet, price \$1.05 per foot—To the Canadian Rubber Co.

Tender No. 3.—Magnet multiple woven, 1,000 feet, price 95c. per foot—To the Durham Rubber Co.

Tender No. 4.—Special high pressure multiple woven, 3,000 feet, price \$1.10 per foot—To the Gutta Percha and Rubber Manufacturing Co., Ltd.

Victoria, B.C.—Contract for supply of brass goods, pipes and fittings was awarded to the Miller Co., Limited, of London, Ont., at \$12,636.00.

Vancouver, B.C.—The British Columbia Telephone Company has awarded contracts for \$500,000 of material as follows: To the Wire & Cable Company, Montreal, for about 250,000 feet of cable, average size of 200 pairs of wires per cable, and for 25 tons of supporting wire; to the Northern Electric Company, Montreal, for 52 switchboard sections, and 3,000 telephone instruments.

Vancouver, B.C.—Tender of Messrs. John W. Moore and George H. Pethick was accepted for the clearing of 1,000 acres of the townsite of Port Mann, the Canadian Northern Railway terminal on the Fraser River opposite New Westminster.

RAILWAYS—STEAM AND ELECTRIC.

Fredericton, N.B.—Mr. Harry F. McLean, superintendent of the Toronto Construction Co., who has been here, states that within ten days the company will have completed work on their contract of over 100 miles of the G.T.P. construction.

Fredericton, N.B.—The C.P.R. management plan extensive additions and improvements to their Fredericton facilities. Recently, Supt. Downie announced that the yard facilities were insufficient to handle the growing freight business and now plans for the new C.P.R. yard have been completed. Early next spring the actual work of making the improvements will commence. If the necessary land was available the C.P.R. would increase their facilities even more than is at present intended.

Saint John, N.B.—The new Grand Isle-Fort Kent extension of the Bangor & Aroostook Railroad system, or the St. John River extension as it is more popularly known, is rapidly nearing completion, and it is expected that it will be formally opened for travel some time between November 14th and 21st.

Montreal, Que.—Control of the Montreal Street Railway has passed into new hands. It is now in the control of what is known as the Robert syndicate, an amalgamation with the Canadian Power Company, who elected a new directorate consisting of Messrs. E. A. Robert, president; J. W. McConnell, vice-president; D. Lorne McGibbon, F. Howard Wilson, J. M. Wilson, W. C. Finly and George G. Foster, K.C., the election taking place without a contest and almost without a protest. After the meeting concluded, Mr. K. W. Blackwell, the ex-vice-president, stated that after the old directors had

looked over their proxies they came to the conclusion that the Robert group had 49,500 shares and expected to have a couple of thousand more at the meeting, and as the men then in power only had from thirty to thirty-five thousand there was only one thing to do, viz., to hand over the direction of the Montreal Street Railway Company to the men who had secured control.

Montreal, Que.—The plans which are now being completed by the Grand Trunk engineers for elevating the company's tracks into Montreal will take at least two years to carry out, under the most favorable conditions, according to one of the officials. Previous to work being started these plans have to be passed upon by the Railway Commission, and the city council will then be asked to exercise the authority conferred upon it by the Provincial Legislature to contribute up to two million dollars to the project. The total cost is estimated to be about \$5,000,000. This is quite irrespective of the cost of the new station terminals and buildings, with which the company proposes to replace the Bonaventure Station. The company's plans for this station are stated to be modelled on one of the largest and most up-to-date of the railway stations in the United States, with, of course, important modifications to suit local conditions.

Brantford, Ont.—It is announced that in a week or two the Great Western branch will be opened from Harrisburg to Brantford.

Guelph, Ont.—The People's Railway Company have deposited at the Registry Office in this city their plan, profile and book of reference of right of way through Guelph township. It is not yet known just what the route chosen is. It is learned that the People's Railway are progressing with the work of construction, and a lot more will be done before the snow flies.

Ottawa, Ont.—The commissioners have been considering the question of signals for level crossings and other safety appliances. The railway commission ordered that all passenger, mail, baggage and express cars on trains be equipped with proper tools for use in case of emergency. The tools, the order stated, must be put in a conspicuous place and be easily accessible. Several representatives of signal manufacturers were heard. Each spoke in favor of the advantages of his particular signal for use at level crossings. The board will consider this matter and specify later, the kind of signal that must be placed at all level crossings.

Ottawa, Ont.—The Grand Trunk Pacific Branch Lines Company has given notice of application to Parliament for authority to construct a number of additional branch lines in Alberta and Saskatchewan including the following: From Moose Jaw westerly to Calgary; from a point on the western division between ranges 21 and 28 west of the second meridian, westerly to a junction with the authorized line between townships 29 and 37; from a point on the authorized branch line between ranges 12 and 16, west of the second meridian, southerly to the international boundary.

Ottawa, Ont.—To permit of the Canadian Northern Railway explaining to the city council what it proposes in the matter of crossing Hurdman Road, the railway commission to-day put over, after argument, the application of the Canadian Northern to cross the road and connect with the Ottawa and New York Railway. It was explained that the connection was only for freight purposes and would be used in certain hours. The application for a connection with the C.P.R. was withdrawn.

Ottawa, Ont.—So strongly is the C.P.R. project for closing the canal and tunnelling under the city gaining in public opinion that there now seems little doubt that the city will appoint an expert engineer to act with the city engineer in the matter. One man suggested is W. F. Tye, formerly chief engineer for the C.P.R. but now in independent practice. He was Toronto's expert in its big viaduct fight and had much to do with winning the case for the city. The name of Mr. Walter Shanley, a railway engineer of Montreal, is also suggested.

Ottawa, Ont.—Mr. William Mackenzie, president of the Canadian Northern Railway, who was here yesterday on business connected with the company's lines in the West, stated that the hint of the chairman of the railway commission will be followed and the company will at once write to the city explaining what are its plans for crossing the Hurdman Road. It pointed out that the crossing sought is a temporary one to be used for freight on a track connecting