

Co., \$991.10; Hutton & Lambton Loan & Savings Co., \$993 (accepted).

WINNIPEG, MAN.—Contract for grading Great Northwest Central Railway has been awarded to A. Fisher and D. J. McArthur. — Rosebank drainage: H. Hallam, Cook's Creek, successful tenderer. The work involves 15,000 cubic yards of earth work, and 6 acres of clearing.

TORONTO, ONT.—The Board of Control has let the contract for macadam pavement on Sackville street to Dominion Paving Company, at \$3,174, and for same pavement on Duffell street to E. Hartnell, at \$4,379.—Separate School Board have accepted tender of Office Specialty Company for 265 desks at \$2.80 each for single desks and \$2.15 each for single rear desks.

FORTAGE LA PRAIRIE, MAN.—Hardware store, 60 x 105 feet, for T. & W. Millar: Adam Newert, contractor, \$12,000.—Furniture store, 31 x 85 feet, for A. McKillop: Stonework, A. Newert, \$2,400; carpenter work, S. B. Ritchie, \$2,400.—Residence for John Ferris: R. J. Simmonds, contractor, \$4,000. H. S. Griffith, Winnipeg, architect of above buildings.

BERLIN, ONT.—The following tenders were received by the town for sewer construction. J. M. Scully, Berlin, East ward sewer, \$5,300, Frederick street, \$1,575, Water street, \$375; E. J. Hartnett, Toronto, East ward sewer, \$4,997, Frederick street, \$1,497; J. J. Moylan, Toronto, East ward sewer, \$5,033; B. Johnson, London, East ward sewer, \$4,295, Frederick street, \$1,347; E. A. Cawsey, Stratford, East ward sewer, \$3,853, Frederick street, \$1,152, Water street, \$289; Boehmer & Bishop, Berlin, East ward sewer, \$3,550; Frederick street, \$1,175; Water street, \$275. Boehmer & Bishop have been awarded the East ward and Water street work, and E. A. Cawsey the Frederick street contract.

NIAGARA FALLS, ONT.—Following is a list of tenders submitted for construction of concrete walks, etc.: P. H. Marden & Co., London—sidewalks, 12.5; crossings, 16.75; curb (concrete), 15; stone (str.), 49; curb (cir.), 36; total, \$18,182. John J. Moylan, Toronto—sidewalks, 11.75; crossings, 16.25; curb (concrete), 23; stone (str.), 63; curb (cir.), 130; total, \$18,015. Samuel McLean, St. Catharines—sidewalks, 13; crossings, 13.5; curb (concrete), 7; stone (str.), 60; curb (cir.), 70; total, \$17,980. C. B. Smith, Toronto—sidewalks, 16; crossings, 21; curb (concrete), 12; stone (str.), 70; curb (cir.), 40; total, \$22,720. Jacob Lovell, Niagara Falls—sidewalks, 14.5; crossings, 17; curb (concrete), 7; stone (str.), 46; curb (cir.), 51; total, \$19,970. E. J. Hartnett, Toronto—sidewalks, 11.5; crossings, 17; curb (concrete), 22; stone (str.), 61; curb (cir.), 125; total, \$17,638. Pat. McCall, Niagara Falls—sidewalks, 13.75; crossings, 17; curb (concrete), 19; stone (str.), 45; curb (cir.), 55; total, \$20,015. The tender of Samuel McLean

has been accepted.—For \$71,000 4 per cent. debentures, the council has accepted the tender of G. A. Stimson & Co., Toronto, at premium of \$3,911.

RAILWAY AND BRIDGE SUBSIDIES.

The Dominion railway and bridge subsidies were submitted to the House on July 27th. Including revotes, the total sum asked for is \$6,540,295. Railway appropriations are as follows:

RAILWAYS.

Bay of Quinte railway, for branches to mines or woodlands in Peterborough, Northumberland, Hastings, Lennox and Addington, Frontenac, or Leeds; Hawkesbury to South Indian, 35 miles; Sault Ste. Marie to Michipicoten harbor and main line of C.P.R., 40 miles; branch line from main line of O., A. & P.S. railway to Parry Sound, 5 miles; Haliburton, via Whitney (O., A. & P.S.), towards Mattawa, 20 miles; extension of Tilsonburg, Lake Erie and Pacific railway from Tilsonburg to Ingersoll or Woodstock, 28 miles; South Shore railway, Sorel to Lotbiniere, 82 miles; Fort Frances, westerly to mouth of Rainy river, 70 miles; Canadian Northern, from the Winnipeg Great Northern north of Swan river to Prince Albert, 4 miles; Edmonton, Yukon and Pacific railway, from South Edmonton to North Edmonton, thence westerly through Yellow Head pass, 50 miles; Bay of Quinte Railway Co., for extension westerly from Deseronto, 2 miles, and for extension from Tweed northerly, 5 miles; Ontario, Belmont and Northern railway, from present terminus at iron mines, north-westerly, 5 miles; also for extension southerly to the Central Ontario junction of the Ontario Pacific railway, 2 miles; Pembroke Southern, from Golden Lake toward Irondale, Bancroft & Ottawa

railway, at Bancroft, 20 miles; Lake Erie & Detroit River Railway Co., from Ridgetown to St. Thomas, 44 miles, with running rights over the Canada Southern; Kingston and Pembroke railway, branches from main line to Bluff Point iron mine and Martelo mine, 5 miles; Parry Sound, towards Sudbury, 20 miles; Ontario & Rainy River Railway Co., from Stanley Station, on the P. A., Duluth & Western, to Fort Frances, 140 miles, at \$5,400 per mile, not exceeding \$890,000; Massawippi Valley Railway Company extension to Stanstead Plain, Que., 31 miles; Port Hawkesbury, N.S., to Cariboo Cove, 10 miles; Fort Frances, Ont., to mouth of Rainy river, 70 miles; Central New Brunswick railway, from Newcastle coal fields to Gibson, N. B., 30 miles; Antler Station to Moose Mountain, Man., 50 miles; Sunny Brae to County Harbor, and from County Harbor to Guysboro, N.S., 15 miles; Port Clyde to Lockport, N.S., 20 miles; from I.C.R. near Halifax to Central Railway, Lunenburg, N.S., 20 miles; from Labelle, P.Q., to Momaningue, 22 miles; Western Alberta railway, N.S. boundary to Anthracite, 50 miles; Restigouche and Western, continuation from western end of 25 miles, subsidized, towards St. John river, 15 miles, and for the railway from St. John river near Grand Falls of St. Leonard to Campbellton, N. B., 12 miles, in all 27 miles; St. Francis to mouth of St. Francis river, N.B., 3 miles; Canada Eastern, Nelson to Chatham, N.B., 2 1/2 miles; Passobie, P.Q., to Gaspé, 32 miles.

The following are revotes:—Central Ontario Railway Co., extension from Coe Hill to Bancroft, 21 miles; Great Northern Railway Co., Montcalm and St. Tite Junction, on the Lower Laurentide railway, Que., 53 1/2 miles, for branch from main line to Shawanegan, 6 1/2 miles; Philipsburg Railway and Quarry Co., shortage to government wharf at Philipsburg, Que.,

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