

Railway between Winnipeg and Lake Superior Junction, a distance of 250 miles, states that he has had 7,000 men on the section during the whole of the winter. About sixty per cent. of the construction work had already been completed, and the grading will be about completed by the end of the present year. The cost of the work, however, will be much greater than originally anticipated. There will be no rebuilding of the Grand Trunk Pacific as it is now being constructed for years to come. There are a good many heavy bridges on the contract, and all of these are being built of steel and concrete, nothing being spared to make the road a superior one in every particular.

### NEW BUILDINGS.

#### Quebec.

**MONTREAL.**—The officers of the American Can Company have decided to recommend to their company the erection of a can factory in Montreal, to cost from \$200,000 to \$250,000, and to fully equip the same with modern tools and appliances for the manufacture of cans. In all probability the work on the building will be started as soon as a suitable location can be found that affords the proper railroad shipping facilities.

#### Saskatchewan.

**MOOSE JAW.**—At a representative meeting of ratepayers held here recently, it was unanimously decided to build a Collegiate Institute at a cost of \$100,000.

**MOOSE JAW.**—Coattman and Cloakley, architects, of Regina, are preparing plans for a large apartment building to be erected here during the coming season at a cost of over \$120,000.

#### British Columbia.

**VANCOUVER.**—The Moresby Island Lumber Company, an American corporation, will shortly begin construction work on a proposed \$350,000 saw mill to be erected on Cumshaw Inlet.

### MISCELLANEOUS.

#### Ontario.

**WELLAND.**—The first serious cave-in on the Welland Canal in the past ten years took place recently, at a point three miles south of Welland, when the east bank for a distance of 350 feet, slid into the water. Though no measurements have been taken, marine men say they believe a sufficient channel has been left for the passage of a boat, so that the opening of navigation on the canal is not likely to be retarded.

**OTTAWA.**—Tenders for the construction of 365 miles of the National Transcontinental Railway, covering six sections between Moncton and Lake Nipegon, were opened by the Commissioners during the past week. Nineteen tenders were received, contractors showing greater eagerness this year to undertake construction work than last year, when labor was scarce and wages higher. It is understood that figures quoted this spring by contractors are a little lower than last year. The names of the successful tenderers will not be known for some weeks, pending the report of the Commissioners' engineers as to figures quoted on each class of work. The Grand Trunk Pacific, as usual, tendered for each contract, in accordance with the policy of the company to make the construction of the road as cheap as possible.

**PORT ARTHUR.**—Mr. Milligan, superintendent for Hogan & Company, who have the contract for the building of the addition to the breakwater, states that he expects active work on the breakwater will commence about the latter part of April, just as soon as navigation opened. 5,000,000 feet of timber will be used in the cribs. His company endeavored to procure this material in Canada, but it was impossible to get it in the time required. The contracts were therefore let to Michigan dealers, and it was supplied last fall, and is now all in storage on the breakwater.

#### Manitoba.

**WINNIPEG.**—According to the statement of local improvements set down for construction this year there is to be

between \$500,000 and \$600,000 spent by the city on asphalt improvements, over \$32,000 on block pavements, and between \$400,000 and \$500,000 on plank and granolithic walks, sewers, grading, macadam pavements and water mains.

#### British Columbia.

**VANCOUVER.**—The Dominion Government is arranging to establish a wireless or cable telegraph service between Prince Rupert and Queen Charlotte Island, and between various larger islands.

**VANCOUVER.**—It is understood that the scheme for the improvement of False Creek, recommended to the Dominion Government by Engineer J. R. Roy, will cost \$1,500,000, and that the work is of a character which will take a number of years for its completion.

### PERSONAL.

**MR. SILAS B. WASS** has been transferred from Walkerton to Durham to fill the vacancy caused by the death of Mr. C. W. Doherty, engineer in charge of the Proton branch of the C.P.R.

**MR. WILLIAM GELL** has been appointed master mechanic in charge of motive power, cars and shops of the Grand Trunk Pacific Railway, with temporary headquarters at Winnipeg.

### DOMINION ESTIMATES.

Further supplementary estimates, totalling \$5,325,633, for the current fiscal year ending the 31st of this month, were brought down in the Commons by Hon. W. S. Fielding. Adding the above amount to the total of \$116,484,727 voted last session, and \$3,850,000 voted this session for seed grain in the West, the grand total of estimates for the current year is \$125,660,360.

Some of the larger items are as follows:—

Intercolonial Railway, increased accommodation at Halifax, \$220,000; rolling stock, \$80,000.

Public Works Department, improvements at St. Andrew's Rapids, Red River, \$62,000.

London post-office additions and improvements, \$6,600. Belleville Armory, \$6,600.

Toronto post-office, works of restoration to make good the damage done by fire, April 29th, 1906, etc., \$5,000.

Ottawa, public buildings, repairs, etc., \$164,100.

St. John harbor improvements, \$330,000.

Dredging at elevator wharf, Tiffin, Ont., \$76,500.

Dredging Owen Sound harbor, \$14,200.

### CANADIAN CROCKER-WHEELER COMPANY, LIMITED.

Another promising sign of returning confidence in the business situation is the organization of the Canadian Crocker-Wheeler Company, Limited, for the manufacture and sale in Canada of the well and favorably known Crocker-Wheeler apparatus.

The latter company manufactures practically all types of direct current and alternating current motors and generators, power transformers, motor generator sets, frequency changers, etc. Some of the best known lines being, direct current motors for special purposes, such as, machine tool and printing press drive, and steel mill work. For the latter, a line of motors has been specially developed, which has been found to fully meet the very severe conditions which exist in steel mills. Crocker-Wheeler alternating current generators up to 2,000-K.W. capacity have been in successful operation in Canada for some years.

The officers of the company are as follows:—Fritz E. Lovell, president; R. A. Stinson, vice-president; F. Jno. Bell, secretary-treasurer.

The head office is located in the Street Railway Chambers, Place d'Armes Hill, Montreal.