

The tenders submitted are for 3,400 five, eight; twenty, one inch, fifteen one and one-half inch; ten two inch three three inch and two four inch meters, the prices for which are submitted as follows: Glenford & Kennedy, \$75,371; John McDougall & Co., \$32,645 and two alternative bids of \$30,137 and \$33,185; J. A. Johnson, \$38,518.30; Walter Fraser & Co., for the Union Water Meter company, \$30,041; Hinton Electric company, per J. E. McIldeeny, \$30,632.79; Baltimore Meter company, \$30,076; Dyer, Field & Co., \$30,990; Drummond, McCall & Co., \$30,947.19. The Thompson Meter company, of Brooklyn, N.Y., asked for an extension in the time for tendering of two weeks but the request was not granted.

Foreign.

BOSTON.—The Alberthaw Construction Co., of Boston, just received the contract for replacing the old log crib dam at Saxton's River, Vermont, with a modern dam of concrete construction. The work is to be done for Sidney Gage & Co.

RAILWAYS—STEAM AND ELECTRIC.

New Brunswick.

MONCTON.—Great progress has been made during the season on the Moncton-Chipman section of the Transcontinental Railway, so much so that in a year's time Corbett, Floesch & Company, who have the contract for this portion of the work, expect to turn the section over to the Government. This portion of the work is divided into sections one, two, three and four, and on the first section all is in readiness for the laying of the rails. On sections two, three and four some 400 men are at work. Ten miles of rails have already been put down, and the distance is being daily added to. The erection of telegraph poles has only recently been started, and it is hoped by the middle of December to have the telegraph line in operation between Moncton and Canaan River. Four steam shovels are engaged on this end of the section, while five others are employed in the vicinity of Chipman.

Quebec.

MONTREAL.—The Grand Trunk have under consideration new terminal scheme for Montreal, involving a cost of some millions of dollars. The new scheme, which is being planned under the direction of the new chief engineer, Mr. R. G. Kelly, is of a twofold character, one feature of it being the construction of an air line from the bridge to Bonaventure station, with an appropriate terminal structure there, and the other the quadrupling of the track from beyond St. Henri to give a double track for both passenger and freight traffic from the west.

Ontario.

LONDON.—The Southwestern Traction Company have asked the City Council for permission to extend their tracks along Simcoe to Talbot, and it is rumored that the new St. Mary's Traction Company will apply for a charter to run on Talbot street, in which connection would be made between St. Mary's and other northern points and St. Thomas. Such a scheme would be strongly opposed by the Street Railway Company.

PORT COLBORNE.—Mr. E. F. Seixas, general manager of the N., St. C. & T. electric railway, and a party of prominent railway men were in town last week. They had driven over the route of the proposed belt line railway around the Niagara district, starting at Niagara Falls, and from there to Fort Erie, then from Fort Erie to Port Colborne. From here they drove to Welland. This is the route that will undoubtedly be covered by an electric line in the not far distant future.

PORT ARTHUR.—The friction between the officials of the Port Arthur Railway Commission and the Joint Commission will have to be settled by the courts. The latter applied for possession of the books and papers this morning, necessary to operate the road, but were refused. They are going to apply at once to the Provincial Railway Board for an order to compel the old officials to hand over these papers and retire from the active management.

Alberta.

CALGARY.—A sub-committee of the city council reported the terms of the offer of the Montreal Engineering Company to the city and the city's offer to the company. The company agreed to construct six miles of railway. They would pay the city as follows: First five years, nothing; second five years, taxes on regular assessment; third five years, taxes and 2½ per cent. of gross receipts; fourth five years, taxes and 5 per cent. of gross receipts, if the city has reached a population of 60,000; taxes and 10 per cent. of gross receipts if city has reached a population of 75,000.

The committee were unanimously of the opinion that the offer was not good enough, and looked with particular disdain on the "six miles of line" proposal.

The committee's terms are: First five years, taxes only; second five years, 3 per cent. of receipts and taxes; third five years, 7 per cent. and taxes; fourth five years, 12 per cent. and taxes. And approximately eleven miles of line at the outset.

British Columbia.

VANCOUVER.—The Canadian Pacific train No. 96 going east met with an accident on Oct. 16th, at Bear Creek. A split rail caused the accident, three sleepers going off the track.

SEWERAGE AND WATERWORKS.

Ontario.

GUELPH.—Acting under instructions from Dr. Hodgetts and the Attorney-General, Col. McCrae, chairman of the Guelph Township Board of Health, has sworn out an information against the corporation of the city for creating a public nuisance by running sewage into the River Speed, endangering the public health. The case is to be heard on Tuesday next, and Provincial officials will give evidence. The matter has been hanging fire for some months, and since the complaints were made a new septic tank has been built, which, it was thought, would relieve the nuisance, but the authorities say it will not and demand filter beds. Engineer Shipman advised that another tank would do the work, but Dr. Hodgetts says the money might as well have been thrown into the river, unless the beds are constructed.

British Columbia.

VANCOUVER.—Tests were made to a pressure of 185 pounds to the square inch on the high-pressure salt-water main on Government Street. As the mains, when in use during a fire will not have to withstand a pressure of more than 150 pounds to the inch, this test is a satisfactory one. The main was tightly plugged at both ends and filled with water, and then the fire engine "Deluge" pumped more water in until the gauge showed 185.

TELEPHONY.

Quebec.

MONTREAL.—Mr. J. Kent, manager of the C.P.R. telegraphs, who has returned from a trip to Winnipeg, states that telephone lines are now being strung on the telegraph poles with a view of establishing a complete telephone service between Montreal and Winnipeg for train despatching. A circuit has already been established from Montreal to North Bay and from North Bay to Whitemouth. By the time the operating department takes over the new double-track between Fort William and Winnipeg the telephone circuit with Winnipeg will be ready. The C.P.R. has already utilized the telephone very largely for this work, and besides, all passenger and freight trains are now provided with a telegraph apparatus, which enables a train at once to communicate with the nearest operator in the event of an accident.

Ontario

PORT ARTHUR.—Fort William has asked Port Arthur to agree to increase the telephone rates. The system has not been paying at Fort William, though profitable here.