

Deschamp, \$2,905. Lajoie, from Querbes to Outremont, \$5,850. Bloomfield Avenue, from Van Horne to Deschamp, \$2,905. Champagner Avenue, between St. Viateur and Bernard Avenue, \$5,505.75. Marsolais Avenue, \$2,137. Sidewalks contract was divided into two sections, and the quantities were A 20,000 and B 17,000 lineal feet. "A" section was awarded to Messrs. Contractors, Ltd., at 25 cents per square foot, and "B" section to R. T. Smith & Co., at 28 cents per square foot.

Moose Jaw, Sask.—Messrs. Wilson, Townsend & Saunders, of Moose Jaw, have received the contract for the construction of a reinforced concrete subway under the C.P.R. Company's tracks on Eleventh Avenue. Cost, \$82,464.89.

Vancouver, B.C.—The British Columbia Permanent Loan Company has closed a contract with the Norton Griffiths Steel Construction Company for the erection of a magnificent ten-story modern office building in Victoria.

Vancouver, B.C.—The British Columbia Electric Railway Company has let the contract for the construction of the grading on its line on Nanaimo Street from Hastings Street to Broadway, to Messrs. Franklin and Shepherd. Messrs. Franklin & Shepherd have also received the contract for the grading preparatory to the double tracking on Fraser Avenue, South Vancouver.

Vancouver, B.C.—Messrs. M. P. Cotton & Company and the Canadian Mineral Rubber Company secured the largest share of the asphaltic mixture pavement contracts awarded by the board of works. Out of a total of 265,289 yards, covering sections of twenty-six streets, M. P. Cotton & Company obtained 100,000 square yards and the Canadian Mineral Rubber Company a like amount. T. R. Nickson & Company received 17,500 yards and the Columbia Bitulithic Company 15,000 yards. The former tendered on sheet asphalt and the latter on bitulithic. A balance of 32,789 yards was left over for future consideration. The amount represented in the laying of this amount of pavement will total almost \$1,000,000.

Winnipeg, Man.—The contract for the bridge at St. Andrew's locks has been awarded by the Dominion Government to the Brown Construction Company, Limited, of Winnipeg. The contract calls for a bascule lift span operated by electricity which opens and shuts to allow boats to pass up and down the river. There will be upwards of 500 tons of steel required to complete this work as well as 25,000 cubic yards of concrete. The contract has to be completed in fifteen months. The contract price approximately is \$150,000.

Winnipeg, Man.—The contract for the erection of twelve additional rooms to the Britannia School was awarded to J. Dolmer, contractor, Winnipeg, for \$88,900. E. D. Tuttle, Architect, 701 McArthur Building, Winnipeg.

Winnipeg, Man.—Two deep well turbine pumps: Messrs. Stuart Machinery Co., Winnipeg, at \$4,575 each.

RAILWAYS—STEAM AND ELECTRIC.

Brandon, Man.—The buildings and plant of the Maple Leaf Milling Company at this point were destroyed by fire on May 10th last. The loss is estimated at \$40,000.

Montreal, P.Q.—A report states that the management of the Grand Trunk Railway have recently placed freight car orders as follows:—1,000 box cars with the Western Steel Car and Foundry Company, of Chicago; 2,000 box cars with the Canadian Car and Foundry Company, of Montreal; 250 auto cars with the American Car and Foundry Company, of Detroit; 250 auto cars with the Western Steel Car and Foundry Company, of Chicago; 250 refrigerator cars with the American Car and Foundry Company, of Detroit; 250 refrigerator cars with the Canadian Car and Foundry Company, of Montreal; 1,000 new steel hopper bottom coal cars with the Pressed Steel Car Company of Pittsburg.

Montreal, P.Q.—A report states that the Canadian Pacific Railway Company has ordered 250 new engines and 12,500 box cars. It is altogether likely this is the largest amount of rolling stock ever placed on order at one time in this country.

Prince Albert, Sask.—Work was commenced on May 6th on the survey of the Canadian Northern Railway Hudson Bay road from this city.

Smiths Falls, Ont.—The Canadian Pacific Railway will commence construction work on a foot subway to accommodate traffic on that street. It will be 110 feet long, 10 feet wide, and seven and a half feet high, and will be built of white tile. It will be brilliantly lighted by day and by night, and will be maintained by the company except for the lighting, which will be done by the town.

St. Catharines, Ont.—Negotiations have been commenced to construct a belt line in connection with the lines of the Niagara, St. Catharines and Toronto Railway. It is reported that an extension of this railway to Niagara-on-the-Lake is contemplated.

York County, Ont.—The management of the Toronto & York Radial Railway will place sixteen new cars on their line during the coming season.

LIGHT, HEAT AND POWER.

Galt, Ont.—During the first eleven months' operation of the Hydro-Electric Department in Galt the financial statement shows the department to have made \$7,510, a net profit for the town. In order to complete the ornamental and bracket lighting of the town, making extension of power and light and other services, the Hydro-Electric Commission finds that \$45,000 more will be required to equip this work.

Medicine Hat, Alta.—The ratepayers will be asked to vote on June 3rd next to decide a by-law calling for the expenditure of \$50,000 on electric light improvements, and \$75,000 for extension of the gas system.

Moose Jaw, Sask.—The municipal superintendent of electrical matters has prepared drawings for a new ornamental lighting standard. It is materially different from those now in use, inasmuch as the first two lights are on arms elevated from the side of the post, while the second pair are immediately above the lower ones, but not extended as far from the post centre. The fifth light surmounts the standard.

Northern Ontario.—Five more towns in the northern part of the province will be served by the Hydro-Electric Power Commission—Barrie, Stayner, Collingwood, Coldwater and Elmvale. Preliminary estimates have been submitted by the commission to the town of Barrie for a supply of power under contract between the commission and the Simcoe Railway & Power Co., developing at the Big Chute Falls on the Severn River. An extension of the lines built by the commission supplying Midland and Penetang will be made to the five new municipalities in the Hydro-Electric belt. Final estimates will be submitted to these towns in the course of a week or two.

Regina, Sask.—The equipment at the power house will be materially increased within the course of the ensuing year. Provision has been made for the purchase of a street railway unit similar to the one already in use. Although extensions were made to the lighting plant during the early part of the present year, it will be necessary to purchase still another large lighting unit. It will be installed early in 1913.

Saskatoon, Sask.—As a result of the investigation of the conditions and possibilities of developing power on the South Saskatchewan, below the city of Saskatoon, H. M. E. Evans, head of the Saskatoon Power Company, has reported to the city council that 14,000 horsepower could be generated at a total construction cost of \$2,200,000. The cost includes the electrical equipment for delivery of power to the city limits.

The estimate was made by a party of engineers from Stone & Webster, Boston, Mass. The original estimate of Canadian engineers was 4,000 horsepower at a cost of \$866,000. On the basis of those figures an agreement was entered into by the city with the company to buy the entire output at \$33 per horsepower delivered.

GARBAGE, SEWAGE AND WATER.

Province of Saskatchewan.—A report states that the Government of Saskatchewan, the Canadian Pacific, the Canadian Northern and the Grand Trunk Pacific railways have entered into a compact to divert the south Saskatchewan River to supply drinking water to Regina, Moose Jaw, Weyburn