

WINDSOR MILLS, QUE.—Work on the new dam, pulp mill and electric light plant for the Canada Paper Company is to be proceeded with at once, and \$150,000 will be spent on the enterprise this summer.

HUNTINGDON, QUE.—The Village Council has passed a by-law providing for a complete system of waterworks, sewerage and electric lights. It will be submitted to the ratepayers at an early date.

PERTH, ONT.—The Town invites tenders for a system of waterworks, to be submitted not later than 20th of July next, accompanied with plans of the system to be constructed. Address John A. Kerr, Town Clerk.

HAVELOCK, ONT.—Ranney & Innes, civil engineers of Peterboro, have prepared plans for a new drainage system for the village. The main drain is 3,300 feet long, and if the work is carried out will cost about \$3,500.

HULL, QUE.—It is probable that the construction of an electric railway between this city and Aylmer will be commenced within the next month. The promoter is T. Viau, who states that work will be commenced at Hull and Aylmer at the same time.

GANANOQUE, ONT.—The High School building is likely to be proceeded with at once, as the site has just been selected. The International hotel is also a probability.—Mr. Bennett has not yet decided what steps to take regarding the erection of a residence.

NANAIMO, B. C.—It is reported that the lowest tender for the erection of the new Government building is 15 per cent. in advance of the appropriation and before a contract can be awarded the matter will have to be considered by the Lieutenant-Governor-in-Council.

SAULT STE. MARIE, ONT.—The Sault Ste. Marie and James Bay Railway Company, which is applying for incorporation, proposes to construct a line of railway from Sault Ste. Marie to Moose Factory. The solicitors of the company are Hearst & McKay, of this town.

PETERBORO, ONT.—Two by-laws were voted on by the ratepayers on Monday last, one to provide \$6,500 for a four-room addition to the south ward school, the other to provide \$3,000 for a steel bridge over the Otonabee at Auburn. The former was carried and the latter defeated.

OTTAWA, ONT.—The City Council has given notice of its intention to construct an artificial stone sidewalk on Wellington street, at a cost of \$1,890.—Thos. Roy, of the engineering staff of the Gatineau Valley Railway Company, has recently returned from Bitabee Lake, to which place the surveys for the railway have been completed.

PORTAGE LA PRAIRIE, MAN.—The Hudson Bay Company are making preparations to erect a brick block here.—The Town Council have decided on a scheme to turn the water of the Assiniboine into the Slough, which is close to the town, thus making a three mile course, 800 yards wide. A new bridge to cost \$30,000 is embraced in the undertaking.

ST. JOHN, N. B.—The contract for the construction of the St. Stephen and Milltown railway has not yet been let.—Col. Greene having failed to secure the necessary funds to build the Shore Line railroad, Gen. S. D. Leavitt is reported to have said that the directors would now take active steps to build the road, and that the county would be called upon to make a subscription of \$5,000.

QUEBEC, QUE.—The plans of the proposed bridge across the Ottawa river connecting Grenville and Hawkesbury, have been on view at the office of the Great Northern Railway in this city. Two

plans have been prepared, one for a wooden and the other for an iron bridge. The combined length of the approaches to the latter is about 1,500 feet, and the bridge itself 1,677 feet.

CORNWALL, ONT.—A deputation from this vicinity waited on the Ontario Government recently soliciting aid towards the River aux Raisins scheme, which has for its object the removal of a number of rock obstructions in the bed of the river, extending over about a mile, for the purpose of facilitating the drainage of the two townships. The work is estimated to cost from \$20,000 to \$25,000. The Government will take no action this year, but it is probable an appropriation will be placed in the estimates next season.

NIAGARA FALLS, ONT.—Mr. W. M. Kyle, of Toronto, who is supposed to be acting for several Canadian capitalists, is promoting the construction of an international electric railway belt line. It is proposed that the line will start from the foot of bridge street in this town, and cross to the old horse car line in Drummondville, thence via Lundy's Lane to Fall's View, and back over the line of the Michigan Central to the Suspension bridge. The right of way on the Canadian side is said to have been secured.

WINNIPEG, MAN.—James Porter, wholesale crockery merchant will shortly commence the erection of a large brick and stone warehouse on Arthur street, between McDermott and Bannatyne avenues.—S. Frank Peters, architect, is receiving tenders for the erection of a brick and stone warehouse, corner Bannatyne avenue and Rorie streets. It will be five stories, 80 x 135 feet, first story Selkirk cut stone and balance white brick. Two elevators will be required. Estimated cost \$40,000.—Hugh McGowan, architect is receiving tenders for a brick and stone building at Morden.—Plans have been prepared for the new elevator to be erected in this city by the Northern Elevator Company. Its capacity will be 130,000 bushels.

HALIFAX, N. S.—P. S. Archibald, chief engineer of the Intercolonial railway has submitted to the Board of Trade plans of the railway terminal facilities at this place. The government proposes to construct a wharf with loading facilities for two steamers at once with coal trestles, etc., north of Cunard's wharf. A brick freight shed over 800 feet long is to be built along the water front for the accommodation of both the Dominion Atlantic railway and the Intercolonial. The board of trade expressed satisfaction with the proposals.—It is said that about 100 tons of iron will be used in the new drill shed to be erected here.—The work of construction on the electric street railway is expected to commence early in July, all the material excepting the cars being contracted for. Mr. F. S. Pearson, of the Dominion Coal Company, who is also interested in the railway, considers that the erection of a large summer hotel in the city would prove a paying investment.

MONTREAL, QUE.—The Road Committee is asking for tenders, addressed to the City Surveyor, until Wednesday, the 3rd of July, for the supply and delivery of Scoria blocks, Canton shale bricks, or other bricks for the paving of Notre Dame street, from Chaboillez Square to Fulford street.—Tenders for supplies, consisting of hay, oats, hardware, lumber, coal, shovels, leather, oils, etc., are invited by the Health Department until the 22nd inst.—The Fire Committee has decided to ask the Finance Committee for a grant of \$10,000 for new hose.—Plans are being prepared by Gamdin & Huot, architects, for a carriage factory for the Montreal Carriage Company.—The Jesuit Fathers have accepted plans for the completion of the church of the Immaculate Conception. The roof will be supported by iron arches,

concealed in the walls and plaster. The cost is estimated at \$100,000.—The Road Committee will ask permission to expend the sum of \$25,000 which remained over from last year, for paving Pantaleon street.—It is said that land has been purchased on Sherbrooke street for a large extension to the Young Ladies Department of McGill University.—The Secretary of the village of Verdun will receive tenders at room 108, New York Life Building, until noon on Saturday next, the 22nd inst., for the laying of pipe culverts under the Verdun dyke.

HAMILTON, ONT.—Tenders for the construction of 40 miles of the Toronto, Hamilton and Buffalo railway, extending from a connection with the Michigan Central railroad at Welland, to Hamilton, are invited until Saturday, the 29th inst. The contract will include all labor and material, excepting ties, rails, steel structures and station buildings. Specifications may be seen at the office of the chief engineer of the Railway Company in this city, and tenders are to be addressed to the Dominion Construction Company, of which James N. Young is general manager. The work is to be completed before the 15th of November.—The plans of A. W. Peene, architect, for the proposed jail building, have been accepted, and tenders will be asked for as soon as the plans have been approved by Inspector Chamberlain.—G. S. Counsell, County Clerk, is asking for tenders until Wednesday, the 26th inst., for painting and kalsomining at the Court House, as per specifications to be seen at the office of W. A. Edwards, architect.—The City Engineer has reported in favor of vitrified bricks for street paving, and a sample pavement will be constructed.—It is rumored that the Grand Trunk Railway have in contemplation the erection of a new station in this city.—Messrs. Wm. Stewart & Son, architects, have been instructed to prepare plans for the remodelling and enlarging the premises of A. Murray & Co., dry goods merchants.

TORONTO, ONT.—It is reported that L. M. Jones, of the Massev-Harris Co., has purchased 100 feet of property on St. George street near Lowther ave., between St. George and Huron streets, on which to erect a residence to cost about \$20,000. It is said that a Miss White has purchased land on south side of Lowther ave., between St. George and Huron streets, on which to erect a residence.—A sub-committee of the Public School Board has recommended the acceptance of a site on Centre Road for a new school building.—The following recommendations for pavements were made to the Board of Works by the City Engineer on Monday last and passed by the Board: Macadam, Farley avenue, Spadina avenue to Bathurst street, cost \$2,300; Adelaide street, Church to Jarvis streets, cost \$970; St. Vincent street, Grenville to St. Joseph, cost \$3,650; Grange avenue, Spadina avenue to Beverley street, cost \$1,020; Duchess streets, Jarvis to Parliament streets, cost \$2,540; Huntley street, Bloor to Egl street, cost \$7,200. Brick, Amelia, Sumach to Parliament streets, cost \$4,550. Asphalt, St. Patrick, Beverley to McCaul, cost \$5,870. Concrete sidewalks, Isabella street, both sides, from Church to Jarvis, cost \$1,460; Isabella, from Jarvis to Sherbourne, cost \$2,070; York street, east side, from Wellington to Rossin house lane, cost \$866. Brick sidewalk, Queen street, south side, from John to Spadina avenue, cost \$5,840. The recommendation of the City Engineer to establish a loop line of railway on Elm avenue, Hill street, and Glen Road, in Rosedale, and to pave the streets named, was referred back. The City Engineer was requested to report on the construction of a six-foot steel intake pipe across the bay, and when the report is presented the question of providing funds