

SMITH'S FALLS, ONT.

Smith's Falls has voted favorably on a by-law to borrow \$150,000 for a system of waterworks and sewerage. The town had a plan of the proposed sewers and waterworks made a few weeks ago by Mr. Willis Chipman, C. E., and the work will proceed at once under his supervision. Of the \$150,000 voted \$34,500 is to be paid to Capt. Foster for the partial system owned and operated by him. The balance will be spent on new work. Only a month ago the ratepayers voted on another by-law to raise \$20,000 for street improvement, and this also carried by a big majority. Earlier in the summer the people authorized about two miles of new granolithic walks, so that altogether now the Council has \$180,000 to spend on public improvements. The town has had a steady, rapid growth for some years, and is now over the 5,000 mark in population. Forty-six new houses were put up last year, sixty are under way this year, and now, with this \$18,000 to spend on its improvements, it is expected that it will forge ahead faster than ever.—The Globe.

BARRIE, ONT.

The revival of business throughout Canada has touched Barrie to a very noticeable degree. Fully \$100,000 has been expended this year in new stores and dwellings, a large portion of this sum

being paid out in wages. Among those who have built new stores or dwellings are Fawley & Derlin, J. R. Cotter, Thomas Johnson, G. Wesley, E. T. Tyrer, N. Dymont, J. Cheesman, George Plaxton, J. S. Johnson, R. J. Oxenham, and many others.

Dymont, Butterfield & Company commenced a new foundry here last spring and already they have doubled their pay list.

The Barrie Tanning Company report an increase of business this year, and the total wages will be greater than last year.

Johnson & Sarjeant, who deal extensively in cement, lime, and all kinds of builders' supplies, report at least 50 per cent. increase in building operations in rural districts.

In G. T. R. circles the present year is away ahead of its predecessors. All of the one hundred or more employees have had all the work they could do, and in fact many of them thought their days too long. This feature was atoned for, however, by a corresponding increase in their wage accounts. Most railway men, such as conductors, firemen, engineers and brakemen, have made more money than formerly by reason of the increased number of freight and passenger trains necessary to handle the trade. More trains were also, of course, a

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