

TORONTO.—The following tenders were received by Mr. Frank Barber, York County Engineer, for the construction of a sewer on Parlwood Avenue:—

Canadian Contracts	\$4,996.68
John Maguire	4,998.00
Excelsior Constructing & Paving Co.	4,337.00
J. H. McKnight Construction Co.	4,010.00
John F. Connolly	3,978.00

The work was let to John F. Connolly.

Manitoba.

WINNIPEG.—The Board of Control have recommended the tender of W. Beverly Robinson, of Montreal, agent for the Stanton Iron Works, Nottingham, Eng., for the supply of cast iron pipes for water mains aggregating 1,128 tons. The figures are about \$39,000, being considerably lower than any of the others received.

WINNIPEG.—Among many large contracts for structural material for buildings and bridges in the Western Canadian Provinces secured during September by the Manitoba Bridge and Iron Works, Limited, of Winnipeg, are the following:—Y.M.C.A. new building at Nelson, B.C.; new brewery for Lethbridge Brewing and Malting Company, Lethbridge, Alta.; Victoria Avenue Methodist Church, Brandon, Man.; public school, Watrous, Sask.; warehouse for Gordon, Ironsides & Fares, Saskatoon, Sask.; King Edward Hotel, Fernie, B.C., ornamental iron work; Burns building, Lethbridge, ornamental iron work; warehouse, Calgary, J. McNeil, contractor; highway bridge, Indian Head, Sask.; transmission installations for forty-two elevators, (line).

Saskatchewan.

LASHBURN.—The Canadian General Electric Company have secured contract for one Chloride Accumulator of 60 E-9 cells from Canadian Fairbanks, Limited, Winnipeg, together with controlling apparatus for operating one hundred 25 Watt Tungsten Lamps for five hours.

Alberta

CALGARY.—The contract for the general work at the Calgary Power and Transmission station, has been awarded to the Walker-Fyshe Company, of Montreal. Smith, Kerry & Chace, Engineers.

British Columbia.

VANCOUVER.—The contract for 55 D-7 cells of chloride accumulator with charging and controlling apparatus has been awarded to the Canadian General Electric Company. The battery will have a momentary discharge of 120 amperes, and will be used for operating and controlling high tension switches at the power-house of the British Columbia Electric Railway.

VICTORIA.—The new road roller recently purchased from the Watrous Engine Works of Brantford, Ontario, for \$3,300 arrived a few days ago, and is giving satisfaction.

RAILWAYS—STEAM AND ELECTRIC.

New Brunswick.

ST. JOHN.—The accounts of the Transcontinental Railway show that there has been expended in the New Brunswick section a sum of \$7,655,045.01. This was divided among the six sections of the work as shown in the table below. Returns for the work done during the month of Sept. were just completed recently. Ninety per cent. of all the ballasting to be done in the province has already been completed. The foundation has been about completed for the huge bridge at Upper Salmon River, which is to be the largest structure of its kind on the entire system, but no steel will be put up until spring.

During the month of September there was expended:

Contract No. 1	\$ 91,112.92
" " 2	17,311.24
" " 3	68,050.06
" " 4	—6,879.81
" " 5	112,895.79
" " 6	69,834.84

Total \$476,084.66

Total Expenditure—

Contract No. 1	\$1,376,792.66
" " 2	301,623.02
" " 3	712,154.97
" " 4	1,419,708.47
" " 5	2,103,414.02
" " 6	1,739,351.87

Total \$7,653,045.01

Ontario.

PORT ARTHUR.—That more cars are required for the street railway here is recognized by the railway board of the city council, and the question of ordering more cars in now being considered.

OTTAWA.—The Erie, London & Tillsonburg Railway Company has given notice of application to Parliament for a bill extending the time within which it may construct its authorized lines of railway. The Richelieu & Ontario Navigation Company is applying for amendments to its charter to allow an increase in capital stock, to construct terminals, and to secure the control of other similar companies..

PORT COLBORNE.—Everything has been arranged for the extension of the N. S. & T. R. trolley line from Welland to Port Colborne, and work was virtually started on October 5th. Six carloads of rails are on the way from Sydney. The contract has practically been let for the construction of a lift bridge over the feeder, and unless there is some delay at that point, the line will be completed by the first of the year.

Manitoba.

BRANDON.—The C.N.R. is to spend \$10,000 improving the yards at this point, and has nearly completed the new freight sheds at a cost of \$10,000.

HUDSON BAY JUNCTION.—The C.N.R. have a gang of men here erecting a large water tank, and immediately it is completed they will begin the erection of a roundhouse with stalls for eight engines; also a gang is putting in the necessary sidings for a railway yard.

WINNIPEG.—The Railway Commission in session here on Monday, October 11th, decided to order the C.N.R. to build a railway on Pembina Street. The work is to commence on November 1st, and proceed continuously.

WINNIPEG.—The Soo line will meet the new route of the C.N.R. to Duluth by a cut off via Thief River Falls, and is rushing work upon that branch. This week it was announced that ninety miles of steel will be laid this fall between Moose and Leech Lakes, Minn., and completion may be expected early next summer.

WINNIPEG.—The new main line of the C.P.R. to Northern Alberta, which will connect Winnipeg with Edmonton, will be completed this week. It will tap the C. & E. road at Wetaskiwin and is generally known as the Wetaskiwin branch. There remains but sixteen miles of steel to lay, and the last spike will be driven before Saturday night next. It will give practically another main line through to the Alberta capital via Portage la Prairie, Saskatoon and Yorkton.

WINNIPEG.—Tuesday, October 12, saw the last spike driven in the Winnipeg-Fort William section of the National Transcontinental Railway, which now stretches from Fort William to Edmonton, about 1,500 miles. The contract price, exclusive of station houses, was about thirteen million dollars. Since May 1906, when the work was started on what is known as section "F," the construction of the road has been carried out speedily. Difficulties of building the line through a rocky country, intersected by lakes and other obstacles have been surmounted in a masterful fashion. Several surveys had to be run in order to determine the best route, and parties worked their way through the wilderness both summer and winter. Then the right-of-way was cut out, after which followed the tremendous undertaking of removing the 5,000,000 to 6,000,000 cubic yards of solid rock, not to mention other material. The 244 miles of line from Winnipeg to Superior Junction was one of the most difficult sections on the whole line from coast to coast. Since the inception of the work there have been from 6,000 to 8,000 men employed continuously. The distance completed of the line to Lake Superior is 449 miles, and of this 200 miles compose the G.T.P. branch from Superior Junction to the lake. This was started in 1905, and finished in January last. Grades on the completed line are lower than those of any other line to the head of the lakes. These are four-tenth of one per cent.