

cotton, rubber-lined fire hose, at \$1.10 per foot (Keyston's brand).

Winnipeg, Man.—The tender of T. D. Robinson & Sons, of Winnipeg, was accepted for the supply of one million feet of B. M. lumber, at total of \$25,575.00.

Winnipeg, Man.—Siemens Bros. of Toronto, were the successful bidders for the supply of one 15-h.p. 60-cycle induction motor, at \$330.00. The tender of Jones & Glassco, of Montreal, was accepted for silent chain drive, at \$66.11.

Winnipeg, Man.—For supply of 25,000 carbons for series alternating enclosed arc lamps, the Northern Electric and Manufacturing Co., of Winnipeg, received the contract, of total \$419.50.

Swift Current, Sask.—The Carter-Jones electrical firm of Fort William, secured a large contract, which calls for the installation of motors, dynamos, and outside equipment for an electrical light and power plant, a gas producer and a motor and pump for a modern sewage disposal plant at this place.

Calgary, Alta.—Contracts for about \$11,750 worth of aluminum and copper wire for street car extensions, was accepted by the commissioners. Fifty thousand pounds of copper wire was also purchased for \$16.62 per 100 pounds, and 16,000 pounds of aluminum wire was purchased at prices ranging from 21c. to 22c. a pound. A car-load of copper wire was purchased from each of the following companies: Northwest Co., General Electric, and Phillips Co., of Montreal. The prices were the same. The aluminum wire was purchased for power transmission purposes, it being light, strong and lasting.

Edmonton, Alta.—Foley, Welsh & Stewart have been awarded the contract of the Alberta Great Waterways Railway.

Prince Rupert, B.C.—The following is the average price submitted by many contractors for grading work in city section I, but contracts have not yet been awarded: Section D, rock \$2.19; E, \$2.95; G, \$2.45 per cu. yd. Earth, sections D, E, and G, \$1 per cu. yd. Grubbing \$150 per acre all three sections. Close cutting \$100 per acre. Building retaining wall \$2 per cu. yd. in each section. Taking up 16-ft. plank road per lineal foot, \$1. Relaying same, 75 cents per lineal foot.

South Vancouver, B.C.—Harrison & Hall received the contract for the new school building at Mountain View. Price \$1,645.

Vancouver, B.C.—The local firm of Irensidies, Ramsie & Campbell, have received the big contract for the cleaning of the Hastings townsite, which comprises 112 city blocks, at a figure of \$250,000. This will employ a great many men and will be practically completed in one year.

Vancouver, B.C.—For repairs to the reservoir the following three tenders were received, but as it was stated in the advertisement that the specification of the successful bidder would require to be approved of by the city engineer, it is improbable that any of them will be accepted: The tenders were from the C. J. Betts Company, Spokane, who agreed to do the work at 30 cents per square yard, making a total sum of between \$4,000 and \$5,000; Newton & Greer, Victoria, \$7,900; S. Rutter, Lampson street, Esquimalt, \$32,000. In their offer the Spokane firm mention "water-proofing." Newton & Greer in their specifications propose to employ waterproof paints very largely, and the bidder from Esquimalt would do a lot of heavy concrete work.

Victoria, B.C.—The Worswick Paving Company have received the contract for paving with asphalt, portions of Fernwood Road, Rockland Avenue and Richardson Street.

The problem with which one is most frequently confronted, when putting in permanent floors in fire halls, drill sheds, or any place where such a flooring is required, is to get something which is durable, not affected by atmospheric changes, and yet keeps its smooth surface. In such places as this, one of the most satisfactory is a floor made of asphalt blocks. Such blocks are being used extensively throughout the United States in this connection, and there is every indication that they will become quite common in Canada for the purposes indicated.

RAILWAYS—STEAM AND ELECTRIC.

Fredericton, N.B.—The extensions and improvements costing \$35,000 at the C.P.R. station, at McAdam Junction, will be completed in the course of a few weeks and the new portions of the building will be immediately occupied. The addition at the other end of the building will provide 13 bedrooms with 5 bathrooms and a new luncheon and dining room for the C.P.R. hotel, the old dining room being used for a kitchen under the new arrangements. The work has been done by Joseph McVay & Sons, of St. Stephen. The concrete work there has been completed and the filling in will be done under a sub-contract by James Cunningham.

Montreal, Que.—The Canadian Engineer is informed that the rumors to the effect that The Canadian Car & Foundry Company has secured control of The Crossen Car Company at Cobourg, Ontario, are without foundation. The merger has made no attempt to buy one dollar's worth of Crossen stock.

Montreal, Que.—Mr. Duncan McDonald, manager of real, will return to Canada from Australia to occupy a high position in the C.P.R.

Montreal, Que.—Mr. Duncan McDonald, manager of the Montreal Street Railway, at a meeting of the Metropolitan Parks Commission in the city hall, stated that the Montreal Street Railway stands ready to begin the construction of a belt line rapid transit underground railway as soon as the corporation of the city will give them the necessary legislation. The general scheme for the tunnel is to cut through under Cote des Neiges Hill, starting in with the entrance near Guy and Sherbrooke Streets and coming out near Shakespeare Road, making a total underground distance of some 5,500 feet. Three tunnels have been suggested on this route, a double-track one in the middle for rapid transit service and a wide one on either side, about 30 feet, for vehicular traffic going in alternate directions. For Notre Dame Street, from McGill Street to Jacques Cartier Square, his proposition is to build a subway along St. James Street from near the low level at Gosford Street west along the course of the first-named street and part of Notre Dame Street to the west of Bonaventure Station. Mr. McDonald said that the increasing capacity of the unit of transport would help greatly in relieving the troublesome congestion.

Montreal, Que.—It has been practically decided that the Grand Trunk Pacific trains which will come into Bonaventure Station from Prince Rupert will come over the rails of the Canada Atlantic Division from a junction which will be formed with the connecting road near Carp, about twenty-five miles west of Ottawa. This main line division from the National Transcontinental would come down west of the Grand Victoria Lake, striking away from the road that goes to Quebec and the Maritime Provinces, about 140 miles east of Cochrane. The junction with the Temiskaming and Northern Ontario road over the G.T.P. will be given running powers for its trains for Toronto and Western Ontario by the Ontario Government.

Montreal, Que.—Active operations in the clearing of the right-of-way for the extension of the E. and N. from a point near Duncan to Cowichan Lake will be commenced this week. Contractors Janse and McDonnell have transferred sufficient of their force from the Wellington-Alberni road to enable the initial work on the new enterprise to be undertaken without further delay. They will establish an office at Duncan this week, and it is understood that sub-contracts will be let for sections of the project.

Brantford, Ont.—Although nothing has been done this year towards building the electric road between Brantford and Port Dover, it is now reported that the project will be pushed in the spring. It will cost some \$900,000 to build the road, and it is thought that the city would find it a good business deal to guarantee part of the bonds.

Cornwall, Ont.—Dr. P. J. Moloney, mayor of Cornwall, has received a communication from the mayor of Alexandria inviting co-operation of the town council in a project to induce the Canadian Pacific Railway to build a line from Hawkesbury on the Ottawa, to Cornwall on the St. Lawrence, running Vankleek Hill, Alexandria and Martintown. It is proposed to call a meeting of representatives of the municipalities along the route at an early date with a view to securing concerted action.

Fort William, Ont.—In addition to the \$100,000 expended in the construction of a new passenger station in this city, the C.P.R. is having plans prepared for outbuildings which