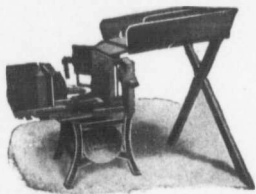


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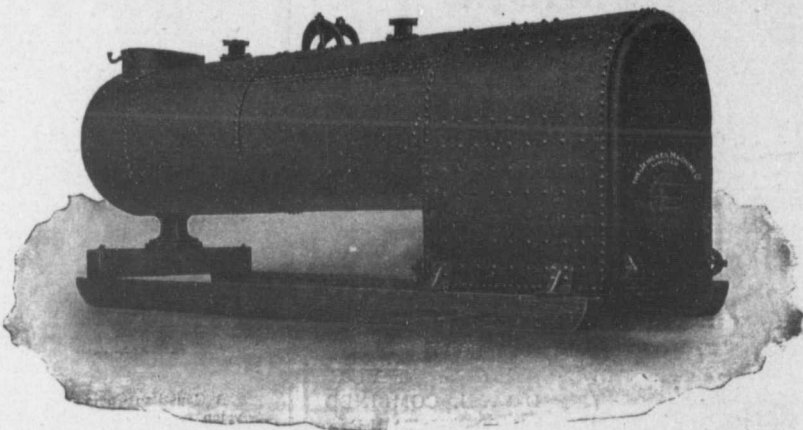
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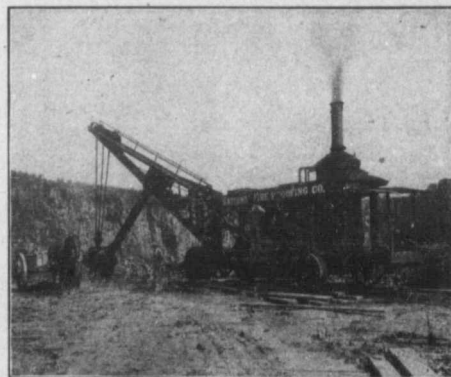
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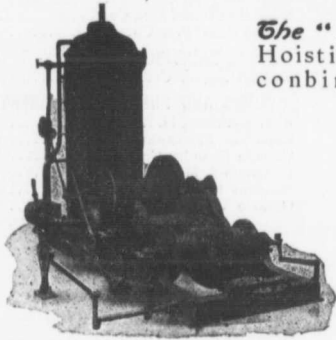
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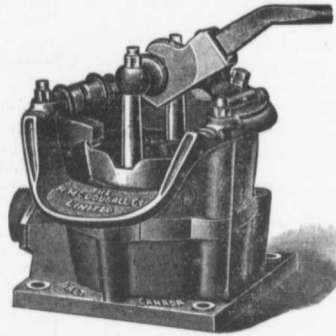
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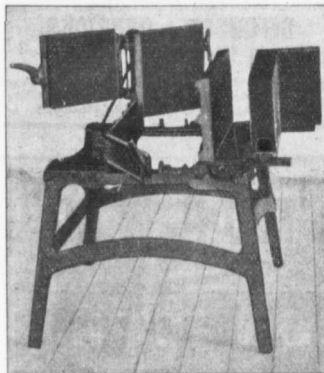
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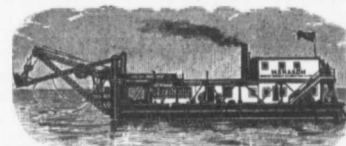
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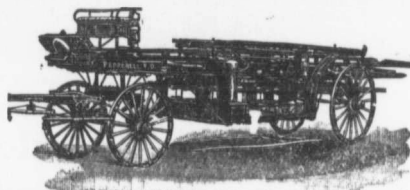


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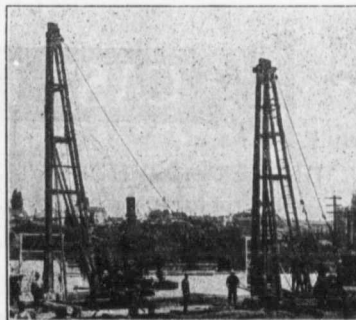
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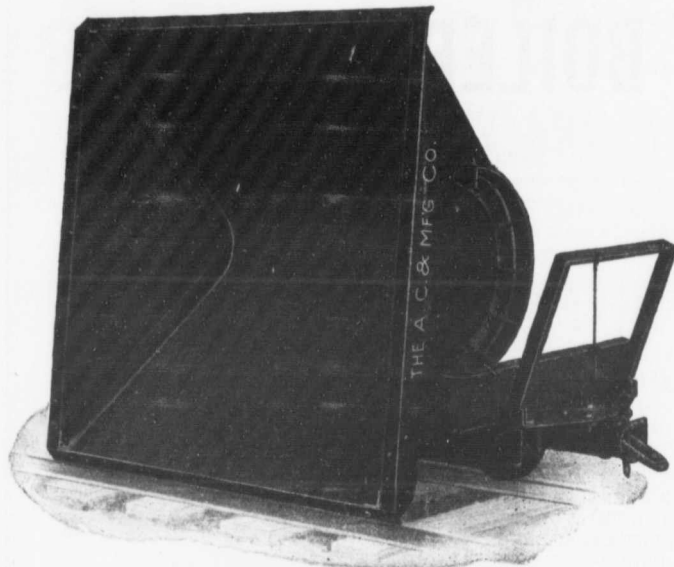
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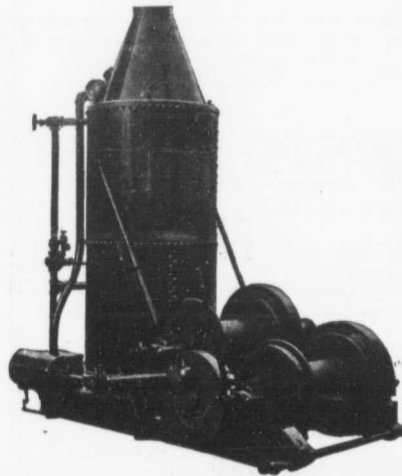
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larity in delivery of papers.

All Aboard for Hudson's Bay.

The proposal to build a railway to Hudson's Bay is another evidence of the fact that Canada's growth is something which can never be foreseen very far ahead. The time is not long past when a trite old saying was generally accepted, that the Canadian Pacific Railway would never pay for the grease on its axle wheels. To-day it is paying handsomely. If any of those who thundered against the Canadian Pacific Railway in its early days could have been told of its future they would have said the narrator was crazy. If they had been told also that the people of Canada's west would be so numerous and so active as to clamor restlessly for a railway to Hudson's Bay they would have promptly locked their informer up in a padded cell. But the dreams of yesterday are the deeds of to-day. Before we, of to-day, are many years older, we will be summering and fishing on the waters of the great inland sea to the north. What this means to Canada is hard to foresee. The day has come however, when the necessity for a road to Hudson's Bay is clearly demonstrated and its feasibility acknowledged.

The Dominion Government has declared through its Minister of the Interior that the subject is now under their consideration, and that possibly an announcement may be made before the end of the present session. If the announcement is not simply election talk it will be a memorable day for Canada, when the Government becomes committed to a policy that will result in the building of such a

line. Members of the House of Commons from every part of the west, and many also from the east, declared themselves heartily in favor of the proposal. Already there are Canadian railways looking definitely towards Hudson's Bay. If the Government also comes into the field, the prospects for having railway connection at an early date, will be materially bettered. What the people of the west are most anxious for, is a direct connection, whereby they may be able to ship grain to the Bay, whence it will be carried to England. Reports show that Hudson's Straits can be made safely navigable for four months in the year and perhaps a great deal longer. This being the case, the wisdom of building such a railway cannot be denied. Everybody in Canada, and the people of the west in particular will wait anxiously for the next declaration of the Government on the subject.

Toronto's Barren Waterfront.

The Toronto Saturday Night last week sounded a timely note of comment upon a pressing matter in Toronto. It is just four years ago since the fire wiped out the centre of Toronto's business blocks. During all that time, much of the property burned has laid beneath the ruins, and has been an eyesore and a sting to the pride of the citizens. How much revenue has been lost to the citizens by the idleness of all this land cannot be estimated. The city has tried, time and time again to have the railways forced into activity and at the outset of the trouble, private citizens fought against the expropriation of their property, but to no avail. The railways, always have their way. The rebuilding of the ruined district, unaffected was a boon to builders and architects. The remaining ruins cover the site of possible buildings which would bring prosperity to many architects and activity to the profession.

Conditions to-day are just at the turning point with the architects. If they are called upon to go through a quiet season, many of them will not be able to figure much profit on the season's work. If activity becomes general, they will have an opportunity to overcome the evil effects of the recent dullness. The commencement of operations on Toronto's Union Station, and the liberation of the neighboring property, now unbuilt upon for fear of its being expropriated also, would go far towards improving things.

Early next month a session of the Board of Railway Commissioners will

be held in Toronto to consider this question and also the question of building a viaduct along Toronto's front. The railway companies had until June 1st next to complete their Union Station, and if building had been going on during the years while the land has lain idle, the station would probably be near completion to-day. The railways will ask for an extension of time, and of course they will have to get it. What will they do then? Will they go to sleep again and leave the city for another four years, with a disreputable front? If the commission does its duty it will attach to the extension of time, cast iron conditions to compel the railways to go ahead with the building.

Government to Aid C.N.R.

The decision of the Ontario Government to guarantee debentures for the Canadian Northern Railway branch lines, and for the terminals at Toronto and Key Harbor has met with strong criticism from the members of the opposition in the Legislature. Much of the objection seems to be political and the wisdom of the measure itself is not seriously impugned. The Ontario Government's step is criticized mostly because it is a course of action which the Conservative members, when in opposition, were loud in opposing, viz; the bringing down of railway bonus proposals during the dying hours of the session. The Conservatives indeed were opposed to the general principle of bonusing railways. They have found now that the theory is not so easy to put into practice as they expected. Exceptions are always cropping up to every rule and this one has a full share of them.

If the Canadian Northern Railway is in need of aid, for construction work in Ontario, it is the duty of the Legislature to supply assistance to the extent of its means. The northern parts of old Ontario are not thickly populated as yet, and railways going into new districts can be described, properly, as pioneer roads. The opening of a new harbor on Georgian Bay, for the transhipment of grain and other products of the west to Canadian Northern cars, will assist largely in the development of Ontario. Government aid for such an undertaking can easily be defended. As to the other points there may be some question. At Toronto and Orillia it is likely that the railway will find paying traffic from the outset. As to its Moose mountain line, this appears to be so completely a separate industrial enterprise on the part of the company,

that criticism of a guarantee for it, is to be expected. The broad general principle however must not be overlooked that the time has not yet arrived in Ontario when railways building into the unsettled parts of the country can depend upon success, without Government assistance. If a hard and fast rule were laid down to prevent Government aid, railway building in Ontario would be materially reduced.

The Tramp of the Legions.

A despatch from St. Paul, Minn., says: The volume of traffic from the United States into Canada at present has astonished even those railway officials who had expected a revival of the "American invasion." The rush northward is out of all proportion to the elaborate plans made by the roads with branches into British territory to handle the spring rush. On the "Soo" line alone five special trains, loaded with American homeseekers and their household goods, and even stock, arrived on one day for transshipment over that road into Canada. Part of this traffic will be moved via Winnipeg and the balance through Portal.

The Chicago Great Western has brought a ten-car train in from Iowa. The Burlington, two from Nebraska and one from Iowa, and the Rock Island one from Kansas and Oklahoma. The destinations of these families are said to be Northern Saskatchewan and Alberta. The Battleford and Prince Albert districts in Saskatchewan are largely favored, but "anything north of the line" seems to be the cry. A despatch from North Portal says: All trains arriving from the south are heavily loaded with settlers and landseekers; they are bound for all parts of Saskatchewan and Alberta, and are a good class of settlers. A number of steam plowing outfits are coming in daily.

C. N. R. After Coal Areas.

Messrs. Mackenzie & Mann, are reported to be making overtures to purchase Mr. J. Wendle's half interest in twenty coal locations on Bear river in Northern Cariboo. Their desire to acquire an interest in the proposition is regarded as significant in view of their intention to extend their road to the Pacific coast as soon as possible. It is said that their engineers will be in the field this summer to locate a line westward from Edmonton to the Pacific, with terminals, in all likelihood, on Bute Inlet, midway between Vancouver and Prince Rupert.

Many Buildings Will Be Needed.

Building operations in the West should be stimulated this summer by the demands of the new settlers coming in from the United States. An increase of sixty-one per cent. in the immigration of Americans to Canada took place during the months of January and February of this year, as compared with 1907. The success which has attended the efforts of other farmers from the Republic who have located in the Dominion within the past few years has been responsible for the larger influx, and has been sufficient to offset the effects of all the stories set afloat by interested parties who have desired to discredit the Canadian West.

New Library for West Toronto.

Mr. A. B. Rice, Chairman of the Public Library Board, of West Toronto, has received a letter from Mr. James Bertram, private secretary to Mr. Andrew Carnegie, stating that Mr. Carnegie will be glad to give \$20,000 towards the erection of a public library on the strength of the local Council's resolution that they would provide a site and maintain it at a cost of \$2,000 a year.

West Toronto Improvements.

The Board of Works of the City of West Toronto have made their customary tour, and made mental notes of many necessary improvements. One considered absolutely necessary is the proper grading of the streets leading off Dundas street. The whole plan of improvements will be gone over at the next meeting of the board, which will be held the last of the month.

New Orange Hall.

A new Orange hall, for the Orangemen of West Toronto, will be erected on a lot 50 feet by 132 feet, which has been purchased for the purpose on the corner of College street and Euclid avenue. The Western District Orange Hall Company has been incorporated to finance the scheme, with a share capital of \$40,000.

The Toronto Board of Control has decided to confer with City Engineer Rust and City Solicitor Chisholm in regard to the liability the city will assume in connection with the viaduct. The Commission has intimated that it will visit Chicago to see the viaduct there, and the Board will send the Mayor to accompany them.

Filtration is Costly.

Mayor Oliver of Toronto has returned from Philadelphia with City Engineer Rust. He brought little comfort to the advocates of a filtration plant. The authorities at Philadelphia spent \$9,000,000 in installing a plant, and it now costs them \$4 per million gallons to maintain it. The estimate for Toronto was \$2,000,000, and it would cost \$120 per day to filter the water. The matter will be referred to the ratepayers.

Smelter Nearly Ready.

The smelter recently erected by the Montreal Reduction & Smelting Company is almost ready to commence operations. It is stated that it will commence on May 1, at the latest. The directorate is now composed of the following: Messrs. J. E. E. Leonard, M.P., president; J. H. Brown, M. E., vice-president and general manager; Rodolphe Forget, Louis Payette (Mayor of Montreal), W. J. Turpin and Pierre Tetreault, directors.

C. P. R. to Queen's County.

J. R. Stone, of St. John, and P. C. Archibald, of Moncton, have been appointed commissioners of the Central Railroad. It is now reported that the C. P. R. intends to build a railway from its line in Fredericton to the Queen's County coal mines at Minto, where the Central now ends. The C. P. R. is said to be applying to the Provincial Government for coal areas in Queen's County, and will draw locomotive supplies from there. The proposed road will also open up Fredericton and Western New Brunswick markets for Queen's County coal.

Floods Delay Lachine Repairs.

Owing to the severe ice jam on the St. Lawrence river near St. Helen's Island, there are floods on the south shore, and parts of St. Lambert and Longueuil are under water. The water has flooded out houses at Montreal South and part of Longueuil, reaching to the market in St. Charles street, and has backed into the Lachine Canal, interfering with the repair work. At Longueuil the people were compelled to move out.

The bridge at Cannon's Narrows, on Chemung Lake, Ontario, has been swept away. The bridge was a floating structure, and the loss will be heavy.

NEWS OF THE BUILDING TRADE

Activity at Prince Rupert.

At Prince Rupert, B.C., there is a scene of great activity. Engineers and surveyors are busily at work laying the plans for the coming city, and lines are being laid over two thousand acres of land on the harbor front, which, in the next few years, will be the business district of a populous centre of trade, although to-day it is practically wild land. The Grand Trunk Pacific contracts call for the conclusion of this work by the first of September.

As soon as the surveys are all completed and the blocks of land properly laid out into city squares, the arrangements for the opening of the city site will be made. A good deal of discussion has been going on as to how these lots shall be disposed of, which has not been aided by the recent arrangement under which the British Columbia Government reserves every fourth block. It has not yet been decided whether the lots will be put up at regular sale, with a price fixed to each parcel, or whether the land will be sold by auction with an upset price. It is, however, regarded as probable by those in charge of the enterprise that the auction system will be adopted, since it will be hard to fix values to so much land, part of which will be in extremely valuable sections of the heart of the future city, and part in less useful locations. These difficulties will be overcome by putting each lot up by auction, which will probably result in the G. T. P. Company securing a fair value for the property. In any event, the sale will undoubtedly result in a very large profit to the railway company, since the opening of the new city has attracted widespread attention all over the continent, and thousands of people are awaiting the chance to invest money there.

Regina Wants New Laws.

At a meeting of the Regina Architectural Association, the following officers were elected for the ensuing year: President, F. Chapman Clemensha; vice-president, E. M. Storey; secretary-treasurer, W. B. Van Egmond; committee, W. W. Hilton, Geo. E. Hutchinson, Walter J. Coltman. A discussion took place in connection with the city building bylaws and it was decided that the city council be asked to have new bylaws drawn up in consultation with a committee of the association.

Toronto Building Materials.

In a statement prepared by City Architect McCallum, of Toronto, a classification of all the buildings erected last year is given. The statement shows that the total value of brick dwellings greatly exceeds any other kind of structures erected. Following is the report:

Permits	Buildings	Value
1,052	Brick dwellings	\$5,900,570
148	Brick dwellings, Alt. & Add.	158,625
411	Roughcast dwellings	383,645
381	Roughcast dwellings, Alt. & Add.	99,644
732	Roughcast dwellings, brick fronts,	1,039,715
119	Frame dwellings	117,840
12	Frame dwellings, Alt. & Add.	5,680
79	Brick veneer dwellings	128,780
237	Stores and offices,	1,283,675
164	Stores and offices, Alt. & Add.	331,936
9	Banks,	349,450
4	Banks, Alt. & Add.	18,000
4	Hotels	68,000
10	Hotels, Alt. & Add.	49,900
8	Churches	95,300
8	Churches, Alt. & Add.	76,100
52	Workshops	159,260
5	Workshops, Alt. & Add.	4,000
35	Factories	953,600
24	Factories, Alt. & Add.	82,650
1	Foundry	160,000
21	Storehouses	36,450
2	Storehouses Alt. & Add.	270
40	Warehouses	40,200
2	Warehouses, Alt. & Add.	95,000
235	Verandahs	44,875
73	Sheds	19,850
150	Stables	78,310
18	Stables, Alt. & Add.	5,565
1	Public Library	250,000
5	Theatres	428,000
1	Theatre, Alt. & Add.	700
3	Kilns	2,800
6	Chimney and Smoke Stacks	23,885
6	Buildings, Exhibition Park	383,065
34	Garages	54,610
2	Fire Escapes	4,025
10	Buildings, Scarborough Beach Park	77,000
7	Laundries	22,400
1	Purifying House—Gas	32,000
1	College	28,000
1	College, Alt. & Add.	6,000
7	Greenhouse	8,175
8	Clubhouses	29,650
2	Sunday Schools	20,900
6	Boiler Houses	65,800
2	Rinks	10,700
5	Schools	82,000
12	Schools, Alt. & Add.	177,400
1	Police Station	25,000
1	Y. W. C. A., Alt. & Add	12,000
1	Billiard Room	3,000
1	Fire Hall	61,500
5,051		\$14,325,800

It is estimated by the engineer of Fort William that another year will be required to complete the new waterworks system.

Vancouver's Fair Building.

The result of the award in the public competition for the architects' plans and specifications for the new main building to be constructed by the Victoria Agricultural Association has been made public by Secretary J. E. Smart. The plans and specifications will be a credit to the management and to the city.

The winner of the first prize of \$300 was David Frame of F. M. Rattenbury's office, while the winner of the second prize of \$100 was the firm of Hooper and Watkins. There were five architects who competed for the prizes and only the plans of the first prize winner were accepted by the directors and these will be subject to slight alterations. The contest has been in progress since the first of March and the contestants have been working assiduously on the specifications since that time.

The building is to be of circular construction, and will be situated on the west side of the main entrance of the grounds. The entrance to the building will face the east. The structure will be 200 feet long, 90 feet wide and 45 feet high, and will have a floor space of 20,000 feet unobstructed by a single post. It will have a large wing on either side and four exits. The main entrance will be underneath a tower rising some 70 feet in height. The outside of the building will be shingled and the dome portion will be covered with Mansard roofing. Two rows of twenty skylights will be located on either side of the centre of the roof.

The exhibition management will have offices in a gallery over one of the wings while in the other wing an up to date grand stand will be constructed.

Toronto University Changes.

It is reported that greater difficulties are now manifest in connection with remodeling the Toronto University library building than were at first anticipated. It is being proposed therefore to give the building to the faculty of fine arts, which it is desired to establish, and to erect an entirely new library. It is expected also that extensive alterations will be made to one wing of the main building of the School of Science. Considerations of safety as well as need for better accommodation make remodeling advisable.

Toronto's High Pressure System.

In reporting to the Toronto Board of Works on the plan submitted by Ald. McBride for an extension of the high pressure fire service from Queen street north to Albert street, on Ter-auley street, and east along Albert street to a point west of the T. Eaton Company's tunnel crossing Albert street, together with a branch extending south a short distance on James street and north to a second tunnel connecting their stables with the factory facing on James street, the city engineer states that the material for this extension is on hand, with the exception of the valves and hydrants, which would have to be purchased at a cost of \$900. This work, he says, would protect to a certain extent the City Hall, and prove a very great protection to all the large buildings in the vicinity, particularly the Salvation Army headquarters, as well as the main building and factories of the T. Eaton Company, employing, I am informed, from 2,500 to 3,000 people. The estimated cost of this work would be \$7,000.

Progress of Toronto's Sea Wall.

Toronto ratepayers will be asked to vote on a money bylaw to provide funds for the construction of a sea wall on Saturday, June 27th. The bill will call for authority to issue debentures to the amount of \$700,000, covering the entire cost of the work. Controller Ward outlined the scheme to the Board, saying the best method of construction had been found to be cribwork below the water line and reinforced concrete above. The section from the Fort to Dufferin street is now in course of construction. From Dufferin street to Indian road, the cost is estimated at \$180,000, and from Indian road to the Humber \$147,000. The city has spent \$500,000 in acquiring the land along the front from Bathurst street west, and within the past three or four years. \$30,000 has been spent in making repairs to the roadway west of Sunny-side.

New Factory for Toronto.

Toronto is to have a new Canadian industry. The Foley and Gardiner Manufacturing Company, an American firm, have leased a factory on Orillia street, just behind the Iroquois hotel, and in ten days will begin the manufacture of meat and bandsaw filing and jointing machines. The demand for these goods in Canada has so increased that the firm decided to operate a Canadian factory. They will employ 25 or 30 men at the start.

New Buildings for Prince Albert.

Building operations in Prince Albert this year promise to be active. The Hudson Bay Company has plans for a new brick store and office block across the street from its present building in Prince Albert east. The frame building in which the store is now located was brought down the river on the ice from Fort Carlton, where the Hudson Bay Company established their first fort in this part of the country.

A public meeting of citizens has endorsed the market which the council proposes establishing and has also advised the high school board to proceed at once with the new hundred thousand dollar high school. The plans for the building have been prepared and the site secured on the hill near the provincial jail. St. Albans school for girls, costing \$20,000, will also be built this year. The site for the school has been secured from the high school.

The Imperial Bank has prepared plans for a handsome new building. To be erected on its lot opposite the city hall on Central avenue. The plans are for a building in the Grecian style of architecture, with heavy stone columns in front.

New Theatre for Brantford.

Manager Johnson, who will erect a new theatre in Brantford, seating two thousand people, has applied to the City Council for a fixed assessment of \$5,000 for ten years. The request will be granted. The city is getting the right to the free use of the building four nights each year, and at a nominal rate of \$12 per night on other occasions, when the hall is required for civic purposes. The structure will be erected this summer.

Hamilton Building News.

The Van Norman building at the corner of King and MacNab streets Hamilton, will be torn down during May, and a fine three story building 60 feet deep, will be erected by Thos. Crooks, the owner. The first story will be all stone and the upper stories of brick and stone. The eight room addition to the Sophia street school will be under way soon. The new fire station in the east end, and the new patrol station will probably be built this summer.

At a special meeting of the Belleville Council the tax rate for the year was struck at 27 mills on the dollar. The increase of taxation is owing to considerable expenditure, which amounts to several thousand dollars.

May Build in Toronto.

The Sunbeam Incandescent Lamp Company, the Canadian branch of a large company employing 30,000 hands in the United States, have made Commissioner of Industries Thompson, of Toronto, an offer of \$50 a foot for 100 feet of land on Dufferin street south of the Toronto Carpet Company's property. They guarantee to erect a building worth \$80,000 and make a total investment of \$175,000 on the land, and employ 400 hands. The price set for the land by the Assessment Commissioner is \$75 a foot. The company have offers from Hamilton and other municipalities to locate there, and unless they can get the Dufferin street site at the figure they have offered, the probability is that they will not locate in Toronto.

Hamilton School Improvements.

The Hamilton Board of Education has decided to go ahead with the work of enlarging Sophia and Picton Street Schools at once, and will ask the City Council to issue debentures for \$45,000 to cover the cost of the work on Sophia Street School and of building escapes on Hess and Queen Victoria Schools. It was estimated that the cost of building eight-room additions to these schools would be about \$35,000 each, but tenders for the work on Sophia School amounted to \$38,000. A recommendation was sent on to future boards to undertake the work of rebuilding Victoria, Murray and Cannon Street Schools as soon as possible. The board decided to sell Mountain Avenue School if a suitable offer is made.

Hamilton Assessment to Increase.

Assessment Commissioner Macleod of Hamilton has announced that there will be a general increase this year in assessment values. He has been going into the matter carefully since his appointment a year ago, and he has come to the conclusion that the time is opportune for an increase. As compared with other cities, Hamilton's real estate assessment, he says, is far below what it should be. He regards the present depression as being only temporary, and in spite of it he says that there was no falling off in prices of real estate.

Edmonton building permits issued during the first ten days in April totalled \$125,000. The total to date since the first of the year is \$1,482,350, as compared with about \$700,000 for the first three months last year.

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What the Railways are Doing

C. P. R. Wants Another Outlet.

It is reported that the Canadian Pacific is unquestionably considering the building of a second line across the province of British Columbia, with a terminus at Hardy Bay, near the northern end of Vancouver Island. A large area of land at Hardy Bay has recently been bonded by unknown parties, while in addition about \$50,000 worth of water lots have been placed under bond. While no definite information has been given as to who is behind this deal, the general idea is that the Canadian Pacific is negotiating with the ultimate idea of running another line across the province from Edmonton to Hardy Bay. For some time the C. P. R. line to Vancouver has been taxed to its utmost all the time to handle the traffic, and it is understood that the road has been casting around for a second line.

Hardy Bay is one of the best harbors on the Canadian Pacific coast, with excellent water accommodation and a good country back of it, while it is close to the great timber lands of the north end of Vancouver Island. A further advantage of such a line and terminus would be that it would afford much better competition with the Grand Trunk Pacific, since the northern harbor would enjoy almost equal facilities with Prince Rupert so far as ocean navigation is concerned.

Work Commencing at Prince Rupert.

Within a week Messrs. Foley, Welsh and Stewart, the railway contractors, will begin hiring men in connection with their contracts for building the Kitamaat branch and the one hundred mile section of the main line of the Grand Trunk Pacific eastward from Prince Rupert. Grading operations will be in full swing at the coast terminus a week later, as all the preliminary arrangements have virtually been completed. All surplus labor will be snapped up and the contractors will guarantee employment for thousands of laborers. No man willing to work need be out of a job. The wage scale has not yet been announced, but it will be equal to the rate prevailing in the west during recent years.

A month will probably elapse before work is under way on a number of the inland stations owing to the delays incidental to the subcontract-

ors looking over the ground and getting in their men and outfits. In all likelihood most of the work on the two sections will be sublet. Owing to its enormous facilities the firm will supply a good deal of the plant required by these sub-contractors. Shovels, drills and scrapers in almost endless numbers, as well as air drill compressors for driving tunnels, will be shipped from Fort William and Winnipeg next week as the contracts on which they are employed are now about completed.

Mr. Stewart says that ordinarily under the most favorable circumstances these contracts should occupy at least two years in completion. However, they expect to hand these two sections over to the company within a year and a half, and possibly sooner.

"When the work is in full swing," Mr. Stewart says, "we shall be distributing about \$500,000 a month in wages and supplies. It is our intention to buy all these supplies on the coast—from Vancouver and Victoria. Taking everything into consideration, I have concluded that not an article we will need for the camps and commissariat will have to be ordered from the east, as equally good prices can be secured here. In any event I believe in the principle that as the work is to be done in British Columbia any disbursements we have to make should be placed with the merchants and laborers of this province. A number of tunnels will have to be driven on the Kitamaat branch. All we now want are the men—thousands of them—and in any event we will not disappoint Mr. Morse, as we are quite confident of carrying out his instructions on schedule time.

First Crop Report a Good One.

The Canadian Pacific Railway has issued its first crop report of the season, giving the progress of seeding operations throughout Western Canada. One hundred and ten towns, scattered all through Manitoba and Saskatchewan, have been heard from, and certainly no more optimistic and generally satisfactory report has ever been compiled by the company. Everywhere exceptionally fine weather prevails, the land is in good shape, and seeding is now general. In the majority of cases it started early last week. In some places the report gives big increases in acreage.

Toronto Station Hearing.

The Dominion Railway Commission will hold a sitting in Toronto early in May to consider the viaduct and Union Station questions. The railway companies have applied to the board for a further extension of time to complete the station. According to the present order the station must be completed by June 1st next, but as this is now impossible an extension of time will be granted. The board is anxious to have some settlement between the city and railways reached this spring, so that a start may be made on the station this summer. Letters have been sent to all the parties concerned urging them to submit definitely their plans and stipulations. The board will then be in a position to issue a final order for the work to proceed without further delay.

Contract Case in Court.

The case of Love vs. McArthur has been commenced in the Court of the King's Bench, Winnipeg. The plaintiff was a second sub-contractor on construction work on the Grand Trunk Pacific. It appears that McArthur sub-let his contract to another contractor, who, in turn, sub-let a portion of his contract to Love. The sub-contractor, it is alleged, did not settle with the plaintiff for his portion of the work, and consequently Love sues for recovery of the amount from McArthur. The defense is to the effect that the McArthur firm had nothing whatever to do with the sub-contractor and that the plaintiff should look to him for recovery of his amount as agreed in the contract which he made with the sub-contractor.

Clover Bar Piers Furnished.

The piers for the Grand Trunk Pacific bridge over the Saskatchewan river at Clover Bar, near Edmonton, have been completed and are now ready for the steel superstructure. There are four piers in the water, each 135 feet high, with 30 pedestals, and large abutments on the banks. The piers are of solid concrete, and the work of building them occupied just one year. The May-Sharpe Construction Company, of Winnipeg and Edmonton, were the contractors.

Growth of Canadian Northern.

Mr. D. B. Hanna, third vice-president of the Canadian, was interviewed at Winnipeg recently and said that the Brandon-Regina line, on which track-laying was completed last fall, would be put in shape for operation as soon as the work could be undertaken this spring. He also stated that a great deal of betterment work would be done this year on the main line west of Port Arthur. The line would be relaid with eight-pound rails between Winnipeg and the lake front, and the recently-constructed lines in the West would be ballasted and put in permanent shape.

As to new construction, certain projects had been under consideration, but a definite programme had not yet been mapped out. Among the projects the Hudson's Bay Railway was by no means the least interesting. With regard to this line it was likely that the Governments, both Federal and Provincial, would take an interest in some form, as it was undoubtedly one of the most important proposals concerning transportation that had come before the Canadian public in recent times. The Canadian Northern had now 5,400 miles of railway in the east and west. In Western Canada this company had placed on the map by the construction of railway lines no fewer than 140 towns.

This year the company would have a line in operation between Ottawa and Quebec, and next year it would be under construction from Ottawa to Toronto. This would give them an independent route from Western Canada to tide water shipping during the season of lake navigation, and would form a line from the Pacific to the Atlantic.

Time Extended for G. T. P. Branches.

The Grand Trunk Pacific Branch Lines Company has been given two years extension of time to begin the construction of the lines which it was authorized to build, and five years to complete the same, under its charter of 1903. The Grand Trunk is authorized to construct branches from its main line to Montreal, to North Bay, and to Fort William, and the last of these is now being built. A separate charter was subsequently granted to the Grand Trunk Pacific Branch Lines Company, to connect the main line with Ottawa, Orillia, Hudson Bay, Regina, Calgary, Prince Albert, Battleford, Vancouver, Victoria, Dawson, St. John, N. B., or other points.

Contracts will probably be let this

summer for branch lines to Calgary, and Battleford, and for the Regina to Yorkton branch, and the Brandon to Regina branch. The preliminary surveys have been made for the branches from Calgary, southward to the international boundary, and from Regina south-eastward to North Portal, on the Dakota boundary.

New Bridge at Winnipeg.

Manager McLeod of the Canadian Northern, has stated that a bridge will be built across the Assiniboine this summer between Main street and the present Canadian Northern Railway structure. It will be a modern steel bridge and will be used wholly for railway purposes, the two companies using it together. Work will probably start as soon as the spring opens and trains should be running across it before summer closes. There will be double tracks on this structure which will be used principally for the passenger traffic, the freight trains running across the present bridge. This will be the fourth bridge which will be in course of construction this year, the other three being the Lombard street bridge, the Canadian Pacific Railway bridge at St. James, and Redwood bridge.

Portage Winnipeg Line Resumed.

The Grand Trunk Pacific Railway has started to lay steel on its line from Portage la Prairie into Winnipeg and expects to reach the western metropolis in three weeks. Last winter steel was laid from Portage to the bridge over the Assiniboine, a distance of four miles. The super-structure is being placed on the bridge and every preparation is being made to rush the work through to completion. The resident engineer at Portage states that the twenty miles separating the end of the steel from Saskatoon is also now being railed, and by the middle of May trains will be running from Winnipeg to west of Saskatoon.

De Gaspé Beaubien has established an office in the Liverpool & London & Globe Building, Montreal, where he will carry on the business of consulting engineer. Mr. Beaubien graduated from McGill University in 1906, demonstrated the following year, and since then has been adding practical knowledge with the Westinghouse Electrical & Manufacturing Company. We wish Mr. Beaubien every success.

G. T. P. Eastern Contracts.

The contracts have been awarded for all sections of the Grand Trunk Pacific between Moncton a point known as Waymontachene, 196 miles west of Quebec. The distance from Moncton, the eastern terminus of the new Transcontinental Railway, to Waymontachene is 656 miles. Between the last named point and Winnipeg 571 miles are under contract, leaving 576 miles yet to be let. The portions of the line now under contract will cost \$44,389,293, and the estimated cost of the portion for which contracts have not yet been let is \$19,030,173. From this it appears that the estimated cost of the eastern division, which the Dominion Government has undertaken to construct, is \$63,409,466. The estimated cost of the prairie section of the Grand Trunk Pacific Railway is \$21,872,200, so that the cost of the road from Moncton to the Rockies is estimated at \$85,271,666. The mileage of the Grand Trunk Pacific prairie section under contract is 1,014 miles, of which 415 are completed. These are the figures given by Hon. Geo. P. Graham, Minister of Railways, in reply to a question in the House of Commons last week.

Harriman's Transcontinental.

As a result of the action of E. H. Harriman in providing \$5,500,000 for the payment of maturing notes of the Erie Railroad, it is said in Wall street that the road will shortly pass under the absolute control of Mr. Harriman and his associates, who stand ready to spend under certain conditions from \$30,000,000 to \$40,000,000 for improvements in terminals, tunnels, trackage and rolling stock. If those plans are completed, Mr. Harriman's long cherished plans of a perfectly equipped complete transcontinental road, with Erie as the eastern outlet, will have been realized. In addition to furnishing the necessary money to take care of the maturing notes, Mr. Harriman, it was stated, will himself take \$5,000,000 of the new 6 per cent. notes, so as to provide the company with funds to meet immediate needs.

The Golden Lion Brewing Company, of Prince Albert, Sask., have completed the rebuilding of their brewery which was burned a year ago. The new brewery is the largest in the province and will again be turning out beer by May 1st. The new brewery will be operated throughout by electricity and is equipped with every modern convenience.

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Contracts Department

News of Special Interest to Contractors, Engineers, Manufacturers and Dealers in Building Supplies.

CONTRACTS OPEN.

Agincourt, Ont.

Tenders will be received up to April 24th for building solid brick house at this place. Plans and specifications may be seen at residence of James Green.

Bayham, Ont.

Tenders will be received by Benj. Brian, clerk, up to May 2nd for painting the Cartwright, Middle, Knott, Sinden and Lilly street bridges over the Big Otter Creek in this township.

Bolton, Ont.

F. N. Leavens has just taken tenders for the construction of approximately ten miles of telephone lines.

Brandon, Man.

Plans are being prepared for the erection of a \$20,000 barn at the Asylum to take the place of the one recently destroyed by fire. Stone and brick construction, electric lighting, plumbing, heating &c.

It is announced definitely that work on the new Canadian Northern depot will be started in about 3 weeks' time. The Railway Company are now letting the contract for the removal of the old building on the site.

Carlyle, Sask.

The farmers of Douglastown and Dalesboro district are organizing a rural telephone company. Estimated cost of proposed system \$102 per mile.

Calgary, Ont.

The power and light committee are considering the question of installing an additional engine, which will practically double the output of the civic power plant. H. Creaves is chairman of the committee.

Duck Lake, Sask.

The farmers of this locality are organizing a company, capitalized at \$25,000, to erect a mill and elevator. A. Baynton is secretary.

Edmundston, N.B.

Fred Gelinas, Secretary, Department of Public Works, Ottawa, wants tenders up to May 7th for the construction of an extension to the breast-work here. Specifications may be seen at offices of E. T. P. Shewen, Resident Engineer, St. John; Geoffrey Stead, Resident Engineer, Chatham, on application to the local postmaster and at the Department.

Edmonton, Alta.

John Stocks, Deputy Minister of Public Works, invites tenders up to April 30th for telephone supplies for the construction of about seven hundred miles of rural lines. Specifications may be obtained at the office of Inspector of Public Works, Calgary, and at the Department.

It is stated that Griffin & Company, who are now building a packing plant on the outskirts of this city, will install an electric generating plant to furnish electricity for lamps, heating and motors in their plant.

The contract for grading the Grand Trunk Pacific, from MacLeod river, for a distance of one hundred miles west, will be let on May 15th, and for the grading of next the eighty miles to the west, on June 22nd. F. W. Morse, Montreal, General Manager, G.T.P.

R. R. Keely, City Engineer, will receive tenders up to May 1st for the installation of a municipal electric lighting plant to be operated by producer gas engines and to have a capacity of 700 k.w.; estimated cost \$20,000.

Gladstone, Man.

P. St. C. McGregor, Secretary-Treasurer, will receive tenders up to May 5th for construction of bridge: 100 feet span, cement concrete piers. Plans may be seen at municipal office, Gladstone, or at office of Chief Engineer, Department of Public Works, Winnipeg.

Guelph, Ont.

The proposal to erect an overhead bridge at Eramosa road has been abandoned and instead the city will erect a new level bridge.

Superintendent Oberne and Engineer Hertzberger, of the C.P.R., have been looking over the site for the new passenger station and it is expected that building operations will start in a short time.

Hamilton, Ont.

A project is on foot to establish a new Presbyterian church in the south-east end of the city and if funds permit a start will be made next month upon the erection of a building to cost \$12,000. J. B. Graham is interested.

Plans have been prepared by Charles Mills, James street, for a three storey

stone and brick building to be erected corner of King and McNab streets for the Dominion Bank.

St. Peter's church have taken an option on an adjoining site with a view to extensions.

Hirsch, Sask.

Mr. Gilchrist, superintendent of C. P. R. tanks and water system, Souris division, states that \$75,000 has been set aside for extensions at this place, and that the work will be undertaken as soon as the frost is out of the ground.

Halifax, N.S.

L. F. Monaghan, city clerk, invites tenders up to April 27th for 2,000 feet of fire hose, 2½-inch couplings.

Ingersoll, Ont.

The Board of Education have decided to erect a new school and are now negotiating for a site.

Lethbrida, Alta.

The City Council will engage Cecil B. Smith, C.E., of Toronto, to report on the local power proposition.

Lakefield, Ont.

Tenders will be received by F. J. Moore, reeve, up to May 15th for 16,000 feet of cedar, 12 feet by 4 inches; 3,000 feet of cedar, 14 feet by 2 inches, and centre piece, 208 feet by 6 x 8 inches.

Lamont, Alta.

W. J. Hackett, Secretary-Treasurer, will receive tenders up to May 1st for \$5,000 twenty-year school district debentures.

London, Ont.

The Board of Education have accepted the plans of W. G. Murray, architect, for the erection of the Lorne avenue school. The estimated cost is \$23,800.

A. O. Graydon, City Engineer, wants tenders up to April 23rd for sewer construction on Louisa, Carling and Edward streets.

Plans for the new chapel for Mount St. Joseph have been submitted to the Bishop and upon his approval tenders will be called for a new building to cost \$25,000.

At a recent meeting of the Middlesex County Council it was decided to

at once rebuild the Guest bridge in London township.

Matapedia, N.B.

A grant of \$5,000 has been obtained from the Quebec Government towards the erection of the interprovincial passenger bridge at this place.

Moose Jaw, Sask.

The City Council have decided to take fresh tenders for the 500 kilowatt generating unit. Bids close May 17th.

Moyie, B.C.

The citizens are organizing a company to build a local telephone system.

Moncton, N.B.

D. Pottinger, General Manager, P.E.I. Railway, will receive tenders up to April 30th for the construction of spur line to Surrey, P.E.I. Plan and specification may be seen at office of Resident Engineer, Charlottetown, and at Chief Engineer's office, this city.

Montreal, Que.

The Marvel Street Hydrant & Novelty Company will erect a machine shop and foundry.

It is announced that the Montreal Racquet Club have practically decided to erect a new club house, estimated cost \$80,000. A general meeting will be held on May 1st. The special committee are F. Rolland, J. K. Ross, R. E. Macdougall, H. Molson, A. E. Abbott and Hon. L. Guest.

The property committee have approved plans of Hutchison & Wood for the construction of a fire escape at Dufferin school to consist of a brick tower and staircase; estimated cost \$2,054. Tenders will be called upon the approval of the city inspector.

Tenders will be called for the erection of a fire escape at Riverside school. Hutchinson & Wood are also looking after this work.

Morris, Man.

D. M. Ure, Secretary-Treasurer, will receive tenders for grading up to April 24th. \$6,000 will be expended this season upon grading in this municipality.

New Westminster, B.C.

The chairman of the school board is calling for competitive plans for an eight-roomed school building.

Engineers Le Baron's plans for extensive improvements to the Fraser river have been approved at Ottawa, subject to slight modifications and the fulfilment of the project is now assured.

A report is current that an American telephone company have made an offer to the city council to install a telephone system to operate in competi-

tion with the British Columbia Telephone Company.

Owen Sound, Ont.

The Board of Health are recommending the construction of a sewer on Poulett street, from Union street to Division street.

Oxbow, Sask.

The C.P.R. will build a new pumping station and install a pump line, five miles long, to the pump house. R. Gilchrist is superintendent of C. P. R. tanks and water system for the Souris division.

Osnabruck Centre, Ont.

Tenders will be received by H. E. Hodgins, clerk, up to June 1st for the construction of the Grantley Creek drain; estimated cost \$14,107. Magwood & Walker, Cornwall, Ont., are the consulting engineers.

Ottawa, Ont.

In the course of an application recently made by the G.T.P. for certain extensions, it was stated by the company in the House of Commons that contracts would probably be let this summer for branch lines to Calgary and Battleford, for the Regina-Yorkton branch and for the Brandon-Regina branch.

Fred Gelinis, Secretary, Department of Public Works, will receive tenders up to April 28th for supply of 23,000 to 30,000 barrels of Portland cement for delivery at St. Andrews, Man. Specifications may be seen at office of Chief Engineer, Department of Public Works.

W. E. Noffke, architect, 26 Central chambers, is taking tenders for various trades in the erection of a Fine Arts Building for the Central Canada Exhibition Association. Plans may be seen on application.

Wm. Rea, Secretary Treasurer, wants tenders up to April 27th for an addition to the Cambridge street school, plans of which may be seen at office of W. B. Garvock, Superintendent of Buildings, Creighton street school.

Prince Albert, Sask.

On April 30th votes of the ratepayers will be taken on a bylaw to raise \$90,000 for the erection of a high school.

C. O. Davidson, Secretary-Treasurer, invites tenders up to May 1st for extensions to water and sewerage works, to include the laying of 11,420 feet of water pipe and connections, and 17,350 feet of sewers with brick manholes, catch basins, etc. Plans and specifications may be seen at office of F. A. Creighton, City Engineer.

Prince Rupert, B.C.

Foley, Walsh & Stuart, G. T. P. contractors, will erect a large warehouse, 420 feet long by 60 feet deep.

Regina, Sask.

The City Council have decided to secure plans for the proposed hospital, to cost \$100,000.

Competitive plans will be taken by the school board for the proposed \$100,000 school building to be erected here.

F. J. Robinson, Deputy Commissioner of Public Works, will receive tenders for grading up to April 24th. Specifications may be seen at the Department.

Red Deer, Alta.

The Alberta Government will construct a rural telephone line between this town, Edwell and Pipe Hills. S. Edward, Edmonton, is superintendent of construction.

Sussex, N.B.

M. Garfield White has just taken tenders for the complete remodeling of the Church avenue Baptist church.

St. Catharines, Ont.

James B. Malcolmson, Secretary, public school board, invites competitive plans and specifications for a six-roomed school building.

Simcoe, Ont.

W. C. McCall, Town Clerk, is offering for sale two steam Waterous fire engines, capacity 250 gallons per minute.

Saskatoon, Sask.

The G.T.P. and C.N.R. will build a union depot here. M. H. McLeod, Winnipeg, is general manager of C. N.R.

Seaforth, Ont.

The McKillop Telephone Company has been organized to erect and operate a number of telephone lines from this town to different points in McKillop township. James Kerr is secretary.

St. John, N.B.

The city council have received the report of the committee on safety of buildings, who condemn all the fire escapes in the city schools and recommend improved fire protection at the public hospital. Estimates will be procured at once.

E. Manning, Secretary, school board, is offering for sale thirteen bonds of the St. John school board; \$500 each, interest 4 per cent.

Three Rivers, Que.

The St. Maurice Lumber Company have forwarded to the Minister of Public Works at Ottawa plans for the construction of ten piers in the St. Maurice river.

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Toronto, Ont.

Galt & Smith, consulting engineers, 23 Jordan street, will report upon a complete new sewerage system for Vernon, B. C.

J. J. Walsh, real estate agent, reports the sale of property at Tyndall avenue, where a residence to cost \$8,000 to \$10,000 will be erected.

At Toronto Island an expenditure of \$2,000 will be made upon repairs to the beach at the foot of Leuty avenue. Among other repairs two groynes will be constructed.

Harton Walker, real estate agent, reports the sale of property on Bedford road, Howard Park avenue and Admiral road, where family residences will be erected.

A by-law to raise \$700,000 for the construction of a sea wall will be submitted to the ratepayers on June 27th.

L. Foulds 43 Victoria street, is taking tenders for a three storey brick and artificial stone warehouse, corner of College and Clinton streets.

Plans have been prepared by A. A. Post, architect, Mooney-Brisbane Building, Buffalo, for extensive additions to St. Michael's Hospital. Tenders will be taken about May 1st.

The following pavements have been recommended by the City Engineer: Asphalt: Parliament street, Wellesley to Howard streets, \$8,100; Galley avenue, Sorauren avenue to Roncesvalles avenue, \$7,815; Lindsay avenue, Havelock to Dufferin, \$5,594; Euclid avenue, Arthur to College, \$9,391; Bitulithic: Boxborough avenue, Yonge to 622 feet east of Avenue road, \$13,607. Brick: Carlaw avenue, Eastern avenue to 1,034 feet south, \$7,573. Asphalt: Jerome street, Dundas street to a point 500 feet west, \$3,457.

Recent building permits include: J. J. Walsh, one pair semi-detached 2½ storey brick dwellings, King street west, \$7,000; T. J. Elwood, three 2 storey rough cast dwellings, brick fronts, Doel street, \$7,500; J. A. Heise, two brick dwellings, Shaw street, \$6,000; J. T. O'Lane, 2½ storey brick dwelling, Castle Frank Crescent, \$4,000; Geo. Wheeler, 2 storey brick dwelling, Delaware avenue, \$3,500; Wilson Reynolds, 2 storey brick store and dwelling, Gerard street, \$3,000; H. F. Sellers, two 2 storey brick dwellings, Dovercourt road, \$6,000; Robt. N. Taylor, 2 storey brick dwelling, Bassett avenue, \$3,200; Geo. Nicholson, six 2 storey rough cast dwellings, Galt avenue, \$7,000; John Hughes, 2 storey brick dwelling, Geoffrey street, \$5,000; Jas. Ferguson, two 3 storey brick stores and dwellings, College street, \$8,000; Mark Tipline, three 2 storey brick dwell-

ings, Alice street, \$5,500; Waters and Elliott, two 2 storey brick dwellings, Yarmouth road, \$3,000; T. M. Charlton, two brick dwellings, Markham street, \$3,800; John B. Cunningham, 2 storey brick dwelling, Margueretta street \$3,000; Symons & Rae, 2 storey brick dwelling, Forest Hill road, \$10,000; Jas. D. Anderson, two brick dwellings, Broadview avenue, \$5,000; C. E. L. Wetherell, brick dwelling, Cowan avenue, \$3,000; H. Tilley, brick dwelling, Russell Hill drive, \$5,000; J. A. Harvey, brick dwelling, Pearson avenue, \$2,000; A. J. Peppiatt, brick dwelling, Macdonnell avenue, \$3,200; W. B. Charlton, two brick and stone dwelling, Callender street, \$6,000; Canada Life, two pair brick stores, Bay street, \$6,500; J. H. Bowman, five brick dwellings, Hamburg avenue, \$10,000; W. Pennock, two stone and brick dwellings, Palmerston avenue, \$10,000; J. A. Orr, two brick dwellings, Givens street, \$6,000.

Victoria, B.C.

The Provincial Government are taking up the matter of the city's water supply and have instructed engineer Ashcroft to report upon the proposal to bring water from Sooke Lake.

Tenders will be received by W. W. Northcott, Purchasing Agent, up to May 18th for supply of 70 tons of pig lead for the waterworks; also up to May 26th for supplying certain gate valves for the Victoria works.

At a meeting of the water commissioners, plans for the Smith's Hill portion of the new waterworks system were adopted and construction of the \$100,000 reservoir will be put in hand at once. Tenders will be called for the requisite steel piping and machinery.

C. E. Cartwright, Divisional Engineer of the C.P.R., was recently in the city in connection with the Alberni-Nanose Bay extension, tenders for the grading of which will shortly be taken.

The Victoria Terminal Railway and Ferry Company have prepared plans for the construction of a bridge over the Serpentine river, on their line between Blain and Oliver, also for a structure over the Nicomekl river in the same district. The B.C. Sand and Gravel Company, Limited, are seeking approval of plans for the erection of wharf and bunkers in Royal Bay.

Plans have been prepared for the proposed bridge over Canoe Pass, Fraser river, to be erected by the Provincial Government. F. C. Gamble is Public Works Engineer.

The streets, bridges and sewers

committee are recommending considerable street improvements this season. It has been decided to pave Wharf street with vitrified block. Engineer Devereaux has been instructed to find the approximate cost of the whole work.

Vernon, B. C.

A new sewerage system will be installed here. Galt & Smith, consulting engineers, Toronto, are now working on the plans.

Vancouver, B.C.

The Board of Park Commissioners are considering plans for a scenic bridge, nearly a quarter of a mile in length, to span the First Narrows.

A new church will be erected corner Tenth avenue and Quebec street by the Mount Pleasant Presbyterians.

By a large timber transaction recently closed here by D. Van Wagener and J. G. Fitch, 250,000,000 feet of lumber within twenty-four miles of the city, have changed hands. It is stated that \$400,000 will be expended in June upon the erection of a new mill. Mr. D. Van Wagener, mining engineer, of New York, represents the purchasers.

The Y.W.C.A., board have decided to start excavating for their new building. It is hoped to complete the building fund by May.

St. Michael's will double the capacity of their building. A new edifice will ultimately be erected.

Architect Dalton has been instructed to draw up specifications and take tenders for the enlargement of Christ church. Plans have already been approved. A new heating and ventilating system will be installed.

W. H. Aldridge, Managing Director of the Canadian Consolidated Mining & Smelting Company, states that the establishment of large metal works in this city is mooted.

Recent building permits include: Capt. Ettershanks, frame dwelling, Second avenue and Vine street, \$2,900; Mrs. J. Bluitish, frame addition, \$3,000; C. E. Woodruff, frame dwelling, Eleventh avenue, \$2,000; R. L. Rice and R. Gintzberger, stores and apartment house, Westminster avenue, \$7,000; D. D. Buchanan, frame dwelling, Fifth avenue, \$3,200; A. McLeod, frame dwelling, Sixth avenue, \$1,800; Geo. Elliott, frame dwelling, Harris street, \$2,000; Mrs. McNea, frame apartment building, Hastings street, \$8,000; N. Y. Cross, frame dwelling, Fourteenth avenue, \$2,800; R. Barrett, frame dwelling, Keefer street, \$1,500; Mrs. Sharp, frame tenement, Front street, \$1,950; A. H. Timms, frame shop and residence, Fourteenth avenue, \$1,800; C. F. Mohr, frame apartment house, Seventeenth avenue, \$3,500;

(Continued on page 21)

TENDERS AND FOR SALE DEPARTMENT

NIAGARA FALLS, CANADA

WATERWORKS EXTENSION

Sealed tenders, addressed to the Secretary, Niagara Falls Water Commission, will be received until APRIL 30, 1908, for the supply of about 1,600 feet of 10-inch and 12-inch cast iron pipe, 3,100 feet of 8 inch cast iron pipe and specials.

Bidders will state time of delivery.

No tenders necessarily accepted.

JOHN H. JACKSON,
Engineer.

Niagara Falls, Canada, April 11, 1908. 17

Tenders

Concrete Walks

Sealed Tenders endorsed on the envelope "Tenders for Concrete Walks," and addressed to Thos. H. Dunn, Civil Engineer, Winchester, Ont., will be received up till 8 o'clock p.m. of FRIDAY, MAY 1ST, 1908, for the construction of 43,000 square feet of Concrete Sidewalks.

Plans and specifications may be seen at the office of the undersigned Engineer.

The lowest or any tender not necessarily accepted.

A marked cheque for the sum of \$300.00 payable to the Treasurer of the Village of Winchester, must accompany each tender.

J. F. CASS, THOS. H. DUNN,
Recve. Engineer.

Winchester, April 13th, 1908. 17

City of Brantford

Waterworks Extension

Sealed tenders, addressed to F. W. Frank, Secretary of the Board of Water Commissioners, Brantford, will be received till 12 o'clock noon on FRIDAY, APRIL 24TH, 1908 for the following:

(a) The construction of a Storage Reservoir.

(b) The furnishing and laying of about 850 feet of 24 inch Cast Iron Suction Pipe.

(c) The furnishing and laying of about 1,150 ft. of 15 inch, 18 inch and 24 inch Sewer Conduit Pipe.

Plans and specifications may be seen at the office of the City Engineer, Brantford, from whom Instructions to Bidders and forms of tender may be obtained.

The lowest or any tender not necessarily accepted.

T. HARRY JONES,
City Engineer.

City Hall, Brantford, April 1st, 1908. 17

NOTICE

Drainage Contract

Sealed tenders will be received by the undersigned up to 12 o'clock noon of MONDAY THE FIRST DAY OF JUNE, A.D. 1908, for the construction of the Grantley Creek Drain in the northwest part of the Township of Osnabrock and northeast part of the Township of Williamsburg (about six miles from Chesterville, on C.P.R.) Engineer's estimate of total work, \$14,106.77. Parties tendering will please state whether dredge or team work is intended. An accepted cheque for one-tenth the amount of tender will be required as a deposit.

Tenders for culverts in the Township of Osnabrock will be accepted at the same time and subject to the same conditions, but need not necessarily accompany tender for excavation. Plan, profile, etc., can be seen with the undersigned or with Magwood & Walker, Engineers in charge, Cornwall, Ont.

(The Township of Williamsburg build all culverts in the said township by arrangement.)

The lowest or any tender not necessarily accepted.

H. E. HODGINS, Clerk.

Osnabrock Centre, Ont. 20

City of Brandon

TENDERS FOR CEMENT

Sealed tenders, endorsed "Tenders for Cement," will be received by the undersigned until 12 o'clock noon on FRIDAY, APRIL 30TH, 1908, for the supply of 4,000 to 5,000 barrels of Portland Cement for the City of Brandon for the coming season.

Specification and form of tender may be obtained on application to W. H. Shillinglaw, City Engineer, Brandon.

The lowest or any tender not necessarily accepted.

HARRY BROWN,
City Clerk.

Brandon, April 8th, 1908. 17

NOTICE

Sealed bids will be received at the office of the City Clerk of Vancouver, British Columbia, up to noon of SATURDAY, APRIL 27TH, 1908, for the manufacture and erection of the Superstructures of the new Bridges over False Creek at Westminster avenue and Granville street. Estimated weight of structural steel, about 2,800 tons.

Plans and specifications will be on file at the City Engineer's office, Vancouver, on and after SATURDAY, MARCH 14. Copies of all the papers may be secured from Waddell and Harrington, Consulting Engineers, Kansas City, Mo., upon the receipt of a deposit of twenty-five dollars, which will be refunded upon return of the plans and other papers in good order.

NOTICE

The date for receiving bids at the office of the City Clerk of Vancouver, B.C., for the manufacture any erection of the superstructures of new bridges over False Creek, at Westminster avenue and Granville street has been extended to noon of FRIDAY, MAY 1ST, 1908. 18



Temiskaming and Northern Ontario Railway Commission

Sealed tenders, addressed to the undersigned, will be received up to Twelve o'clock noon, Thursday, May 7th for the following works. Tenders to be marked on envelope.

Frame Stations—Moose Lake and Dane.

Frame Freight Shed—Haileybury.

Waiting Room—Thornloe.

Two Water Tanks.

Five Sections Houses.

Brick Office and Stores—Englehart.

Painting Stations—North Bay to New Liskeard.

Ice House—Englehart.

One Forty ft. Concrete Arch—M.P. 184.

Two Ten ft. " Culverts—M.P. 210—212.

One Ten ft. " " —M.P. 118.

One Five ft. " " —M.P. 64½.

Three Abutments at Englehart and Krugerdorf.

Plans may be seen and specifications and forms of tender obtained, at the offices of the Commission, 25 Toronto street, Toronto, or at office of Chief Engineer, North Bay.

An accepted cheque, on a chartered bank, equal to amount of security as shown on form of tender, must accompany each tender.

The lowest or any tender not necessarily accepted.

A. J. McGEE,
Secretary-Treasurer.

18

WANTED

A thoroughly competent man to solicit work in building and estimate same, give experience.
Box 126 CONTRACT RECORD, Toronto.

TWO STEEL BRIDGES AND CONCRETE ABUTMENTS

Tenders wanted by the undersigned up to 7 p.m. Thursday, 30th April, 1908. See specifications, etc., at York Township office, Market Branch, Canadian Bank of Commerce, corner of King Street East and Jarvis Street and at office of the undersigned where tenders are to be sent.

No tender may not be accepted

P. S. GIBSON & SONS,
York Township Engineers

Willowdale, County of York, April 16th, 1908.

TENDERS

Sealed tenders, marked "Tender for Pavement," will be received by the undersigned up to 6 p.m. FRIDAY, MAY 1ST, 1908, for about 6,000 sq. yards of Vitrified Brick Pavement with Cement Curb on Main Street, Petrolia.

Plans and specifications may be seen and form of tender obtained at the office of the Town Engineer or at the Town Clerk's office.

The lowest or any tender not necessarily accepted.

J. MCHATTIE, Town Clerk,
Petrolia, Ont.

18

NOTICE TO ARCHITECTS

The Trustees of High School District No. 3, Prince Albert, Saskatchewan, invite competitive plans for a high school building, cost not to exceed \$75,000 to be submitted by 11th of May, 1908.

Three per cent. of the Contract price of the Building will be paid for the plans accepted, detail plans and specifications to be furnished.

A premium of \$250.00 will be paid for the plans which in the opinion of the Board, rank second and \$100.00 for that ranking third.

Architects who intend to compete to notify the Board of their intention of so doing.

Full condition will be furnished on receipt of wire by C. O. DAVIDSON,
Secy. Treas. Prince Albert, Sask.

CITY OF PRINCE ALBERT SASKATCHEWAN

Waterworks and Sewerage Department

Sealed tenders will be received by the Secretary-Treasurer of the City of Prince Albert until 8 p.m. on FRIDAY, MAY 1ST, for the following:

Extensions to Water and Sewerage Works

Laying 11,400 lineal feet of Water Pipes and Connections 17,350 " " " Sewers with Brick Man-holes, Catch Basins, etc.

Plans and specifications may be seen at the Office of the City Engineer in the City Hall, Prince Albert, after April 15th. No tender necessarily accepted.

R. S. COOK, Mayor.

F. A. CREIGHTON,
City Engineer.

C. O. DAVIDSON, Secretary-Treasurer. 18

CONTRACTS OPEN.

(Continued from page 19).

C. E. McKeen, frame dwelling, Barclay street, \$3,500; A. M. Sharp, frame dwelling, Ninth avenue, \$2,000; J. L. Ahlers, frame dwelling, Robson street, \$3,500; Fulton & Peppard, frame tenement, Hastings street, \$4,500; Alvin C. Jones, frame dwelling, Venables street, \$2,000; T. Hassell, frame dwelling, Fifth avenue, \$2,000; Carl S. Gustafson, frame dwelling, Davie street, \$4,000; George Camden, frame dwelling, Ontario street, \$2,500; Joseph Manion, frame store and dwelling, Granville street, \$3,000.

Welland, Ont.

Extensive improvements are in hand or projected at Crystal Beach for the coming summer. A scenic railway to cost \$16,000 is already under construction and the foundations for a power house have been laid. The beach and park will be illuminated with 5,000 eight-candle-power electric lights and 100 arc lamps. A bath house, 100 by 300 feet, with 500 rooms, is also to be erected. Further, it is stated that E. Cusin will build a hotel of forty rooms.

Port Arthur, Ont.

The Board of Education will probably purchase a site for a new ward school in the vicinity of the Wiley and Carrick additions.

Quatsino, B.C.

It is stated that the Quatsino Power & Pulp Company have just completed plans for the construction of a large pulp mill and that work will start immediately.

West Toronto, Ont.

The Board of Works at their next meeting will consider plans for the proper grading of streets leading off Dundas street.

Willowdale, Ont.

P. S. Gibson & Sons, York Township Engineers, want tenders up to April 30th for concrete abutments of two steel bridges. Specifications may be seen at York Township office, corner King and Jarvis streets, Toronto.

Winnipeg, Man.

The Catholic Club have taken quarters in the Avenue block and will spend \$1,000 in improvements.

At the monthly meeting of the public school board held last month it was decided to call for tenders for an addition of nine rooms to the Mulvey school.

Bylaws for the following purposes will be submitted to the ratepayers: to raise \$100,000 for an isolation hospital, to raise \$15,000 for a morgue and to raise \$125,000 for additional hospital purposes.

The board of control have decided to call for tenders for approximately sixteen miles of copper wire, amounting in weight to about 10,000 pounds. The wire will be used in extending the street lighting system of the city.

J. M. Cosgrove, General Manager of the General Hospital, has offered to provide \$15,000 for a maternity and children's hospital on condition that the building is commenced this year and that the city expend not less than \$20,000. The matter is in abeyance.

Bids will be received by the Winnipeg Theatre Company for the erection of a theatre to cost \$150,000. H. C. Bristow is the architect.

J. D. Atcheson, architect, is preparing plans for a 4 storey brick and steel apartment and store building to be erected at the corner of Edmonton street and Portage avenue.

CONTRACTS AWARDED**Calgary, Alta.**

W. W. Corey, of Ogden, Utah, has been awarded a large contract on the Canadian Pacific Irrigation & Colonization Company's irrigation canal. The contract calls for the digging of some 1,500,000 yards of earth in the district between Langdon and Crowfoot, a distance of fifty-four miles.

Campbelltown, N.B.

The contract for the erection of the I.C.R. wharf has been awarded to Mann & Baxter, of this town.

Edmonton, Alta.

The contract for fencing the new Buffalo park, 122,000 acres on Battle river, has been awarded to the Ideal Fencing Company, of Winnipeg. John Breckenridge, of Calgary, successfully tendered for the construction.

Cannel & Spencer, of this city, have been awarded the contract for the construction of the power house for the general hospital at \$40,000. R. P. Barnes is the architect.

London, Ont.

The Middlesex County Council have awarded the following contracts: Lambeth bridge, Hamilton Bridge Company, \$1,248; concrete work, Chas. Ferguson, \$1,265; Lobo bridge, steel, Petrolea Bridge Company, \$1,060; concrete, Levi Crouse, \$842; West Nissouri bridge, steel, Hamilton Bridge Company, \$875; concrete, Levi Crouse, \$659; Dorchester Township bridge, steel, Hamilton Bridge Company, \$573; concrete, Charles Ferguson, \$725; Biddulph bridge, steel, Western Bridge & Equipment Company, \$1,025; concrete, M. M. Miles, \$839; McGillivray Township bridge, steel, Samuel Pearson, \$565; West Williams Township bridge, steel, Hamilton Bridge Company, \$823; concrete, J. W. Harris, \$847.

Moncton, N.B.

The Dominion government have awarded the contract for the wharf at this city to A. F. Fawcett, of Woodstock, at \$14,900.

Montreal, Que.

The contract for electrical fixtures for the de Salaberry school has been awarded by the Catholic school board to the Standard Construction Company, at \$4,683.

New Westminster, B.C.

The B. C. Electric Railway Company have awarded the contract for the proposed extension of their carshops, to W. W. Forrester, of this city. Estimated cost \$20,000.

Ottawa, Ont.

The public school board have awarded the following tenders for the addition to the Elgin street school. Heating and ventilating not yet closed. A. Garvock, brick and stone work and excavation, \$12,250; Christie and McCreadie, carpenter work, \$14,769; A. Bowman and Son, plastering \$838; W. J. Carson, painting and glazing, \$1,753; J. Carnochan, roofing, \$235; J. R. McLennan, plumbing, \$4,385; McFarlane and Douglas, galvanized iron work, \$1,947; J. A. L. Ellacott, electric wiring, telephones, fire alarms and gongs, \$815; Canadian Agency and Supply Company, steel beams, columns, etc., \$1,914. For the structural steel contract in the erection of an addition to the Cambridge street school, the Canadian Agency and Supply Company were the successful tenderers at \$1,570. Thos. Lawson & Sons tendered at \$2,028.

Prince Rupert, B.C.

The sub-contract on the G. T. P. at Prince Rupert has been awarded by J. W. Stewart to Ross & Carlson, of Vancouver.

The B.C. Tie & Timber Company, of Seal Harbor, have obtained a contract for the lumber required in the erection of a large new warehouse for Foley, Walsh & Stewart, of Winnipeg.

Victoria, B.C.

J. D. McDonald & Son, of this city, have obtained the contract for the new main building of the Victoria Agricultural Association at \$11,875.

Winnipeg, Man.

The contract for the Dominion Government examining warehouse has been awarded to the J. McDiarmid Company, of this city, at \$276,000.

The James McDiarmid Company have awarded to the Manitoba Iron Works, Limited, the contract for structural iron and steel required in the erection of the new examining

warehouse for the Dominion Government. Approximate cost \$100,000.

The C. P. R. were the successful tenderers, at \$4,840, for supplying the 153 ft. steel railway bridge over Pinawa channel for the Pointe du Bois hydro-electric development.

Fires.

Buildings of Ogilvie Hardware Company, Victoria, B.C.; loss \$33,000.

Factory of Whitman & Barnes, St. Catharines, Ont.; branch of Whitman & Barnes, Chicago; estimated total loss \$150,000.

Building of C. Allard and others, Verdum, Que.; building loss \$5,000.

Elevator building of G. T. Crow, Chatham, Ont.; total loss \$17,000.

Building of Imperial Elevator and C. P. R. station, Mowbray, Man.; total loss, amount not estimated.

New Companies.

Standard Mills, Limited, Montreal, Que., incorporated, capital \$50,000. Incorporators, R. Prefontaine, S. Dore, F. Lajoie and others, all of Montreal.

Peoples' Telephone Company of Forest, Limited, Forest, Ont., incorporated, capital, \$20,000. Incorporators, R. F. Scott, William Lawrie and J. W. Bell, all of Forest; E. S. Gustin, and John Emerson, of Bosanquet, James Brandon, of Warwick, and others.

Queen City Motor and Dynamo Company, Limited, Toronto, Ont., incorporated, capital \$40,000. Incorporators, Thomas Patterson, of West Toronto, and William Leslie, H. J. Ingram, J. M. Fernley and Frederick Marsh, all of Toronto.

Wright Piano Company, Limited, Strathroy, Ont., incorporated, capital, \$40,000. Incorporators, E. J. Wright, H. E. Mihell, J. A. Stewart, D. H. Down, J. W. Cameron, R. M. Trueman and others, all of Strathroy, Ont.

Building Stone & Brick Manufacturing Company, Limited, Ottawa, Ont., incorporated, capital \$60,000. Incorporators, R. A. Nesbit, A. Tracy, John Clyne, W. Nicholson and A. H. Edwards, all of Ottawa.

Maynooth Manufacturing Company, Limited, Maynooth, Ont., incorporated to manufacture lumber and electricity and to deal in farm produce, etc., capital \$40,000. Incorporators, W. J. Fitzgerald, G. E. Weaver, T. P. Netteville, Michael Flynn and others, all of Maynooth.

Reeder Electrical & Manufacturing Company, Limited, Toronto, Ont., incorporated, capital \$60,000. In-

corporators, A. W. Reeder, R. Gowans, A. E. Bowen, E. H. Wilson and H. S. Norris., all of Toronto.

Pennsylvania Lumber & Mineral Company, Limited, Toronto, Ont., incorporated, capital \$100,000. Incorporators, J. F. Ancona, T. C. Ancona and C. J. Peters, all of Reading, Penn., and others.

Big Fissure Mining Company, Limited, Toronto, Ont., incorporated, capital \$2,000,000. Incorporators, R. W. Eyre, E. E. Wallace, R. J. Dow, F. H. Hopkins and H. C. MacDonald, all of Toronto.

Big Moose Silver Cobalt Mining Company, Limited, Toronto, Ont., incorporated, capital \$750,000. Incorporators, C. K. McGregor, F. M. Thomson, W. J. Elliott and R. D. Hume, all of Toronto.

Nipissing Reduction Company, Limited, Toronto, Ont., incorporated, capital \$250,000. Incorporators, J. L. Galloway, J. F. Boland, F. Watts and E. W. Neeles, all of Toronto.

Burchard Lumber Company, Saskatoon, Sask., incorporated, capital \$100,000. Incorporators, C. J. Burchard, of Saskatoon, Sask., E. E. Heiner, H. Pierce, G. H. Poirier and H. Stoltze, all of St. Paul, Minn.

Canadian Steel Products Company, Limited, Toronto, Ont., incorporated, capital \$40,000. Incorporators, G. F. MacDonnell, G. Ruel, R. Temple, R. P. Ormsby and E. R. Wells, all of Toronto.

Eversafe Horseshoe Company, Midland, Ont., incorporated, capital \$100,000. Incorporators, T. A. Richardson, David Broderick, James Playfair and F. W. Grant, all of Midland.

Construction Notes.

The City Council of Vancouver have been petitioned to "take immediate action in securing a competent engineer to take charge of all municipal undertakings."

Tenders for the new fishery protection cruiser, for service in British Columbia waters, are to be confined to Canadian firms, according to a report from Ottawa. When the appropriation of \$300,000 was passed fifteen months ago for the construction of this vessel, it was arranged to call for tenders in England, where it was expected that the steamer would be constructed. When this intention upon the part of the government became known, shipping men, merchants and others, addressed memorials to the Ottawa government, and a petition which bore the signatures of Victoria's most prominent business

men was sent a month ago to Sir Wilfrid Laurier and members of the Ottawa government. It is now announced that the government have decided to alter their programme, confining the tenders for the building of the new vessel to Canadian yards.

Considerable interest is being taken in the west in C. P. R. survey work now in hand. While no definite announcement has yet been made, it is believed that the company have had in view for some time the building of a new line from Weyburn, to strike the main line of the C. P. R. at a point somewhere in the vicinity of Swift Current. This would in reality be an extension of the Soo line. The construction of a new line south of the main line of the C. P. R. and south of the Crow's Nest branch is also apparently contemplated. In the Northwest, it is being suggested that it be the intention of the company to build a line from Sedgwick into Edmonton.

The Chicago of the Last West is the name by which Edmonton will go down to posterity, according to western accounts. This apparently will be mainly brought about by the construction of Griffin & Company's 7 storey packing plant, work on which is now being resumed. The big building, it is fully expected, will be completed and ready for equipment before the summer is over. Construction had reached the third storey when work was stopped last fall. The May Sharpe Construction Company have the contract for the cement and brick work, and will make all possible haste in getting the walls of the remaining four storeys up and the roof on. The building is 163 by 123 feet, and is being erected after the style of the large packing houses of Chicago and Kansas City. There are to be two main divisions, the cooling division and the main manufacturing division. The cooling division will have seven floors, with a total storing capacity for carcasses of 5,000 cattle, 3,000 hogs and 1,500 sheep, which is expected to be the daily output when the plant is in full swing. A power and heating plant are also to be erected in connection with the packing house, which is to be 122 by 90 feet. The plant is three miles from the centre of the city to the northeast. It has been supplied with water and sewerage service from the city.

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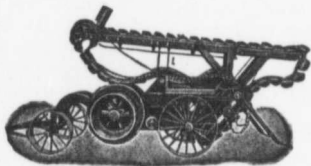


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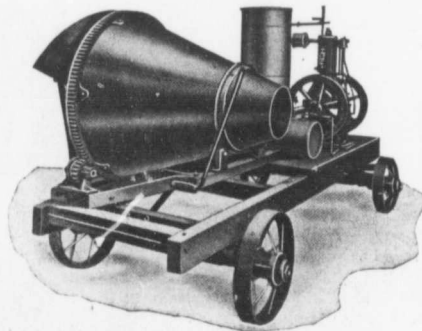
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Selection of Cement Materials.

The importance of careful discrimination in the selection of materials for the making of concrete is forcibly shown by Leonard C. Wason, president of the Aberthaw Construction Company, Boston, in a recent paper, which is in part as follows:—

"In the selection of sand care should be used to avoid that which is fine and not sharp. The difference in strength due to these qualities alone in some tests of the writer's on sand that was used in foundations amounted to a loss of 52 per cent. from standard sand. Dirt should also be avoided. There has been some controversy as to how much can be permitted, but the writer believes that the ordinary test which is performed on the work of throwing a handful into a glass of water is sufficiently reliable for all cases. When the water is badly muddied and remains clouded for a considerable time, the sand should be washed or rejected.

"There is little difference obtained in results of broken stone or gravel. By actual test the writer has found that a broken stone having a rough surface with angular fractures will give an increase in strength over a rough bank gravel of about 15 per

cent. in most cases. In some, however, the gravel has given the greatest strength. If the stone has a glossy surface, such as is found with some trap rocks, the gravel will always give the greatest strength. In the first instance, if the specifications required 1:3:6 broken stone concrete and there is a difference in cost between broken stone and gravel screenings of 0.02 per cubic foot, it will be cheaper to use a mixture of 1:2½:5 with gravel and still obtain an equal strength with the broken stone. The writer makes the rule never to allow the size of stone in its greatest dimension to be more than half the thickness of the work into which the concrete is to be placed. In large size work, very much larger stone can be used than is ordinarily done, with very good results, the only limitation being that of convenience in handling."

A New Cement Company.

A despatch from Deseronto says that papers in connection with the securing of a large tract of land near Shannonville were signed and the deal consummated whereby some 800 acres pass under the control of Messrs. Fred. R. Linghan, the South

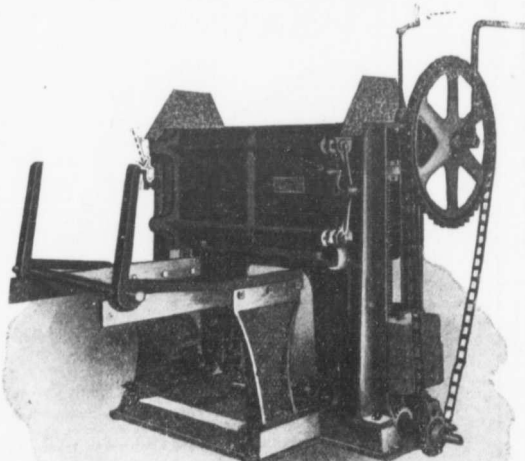
American magnate, and Mr. H. Corby, the well-known former distiller, both residents of this city. These gentlemen are said to be at the head of a company which will go into the manufacture of lime and cement on a large scale.

Owen Sound's Missing Link.

At the meeting of the Owen Sound Board of Trade the Railway Committee advocated securing the missing link between Owen Sound and Meaford under a traffic arrangement similar to that of the Guelph Junction Railway, if it is not possible to secure the construction of the line by either of the three systems of railway operating in Ontario. The local railway company would readily concur in the proposition.

Mr. John R. Booth, the great captain of industry of the Ottawa valley, celebrated his 81st birthday recently. He will be confined to his home for some weeks as a result of an accident which befell him. While superintending the making of a flume leading to his big sulphite mill, which is just approaching completion, a heavy beam fell upon him. His leg was severely bruised and sprained.

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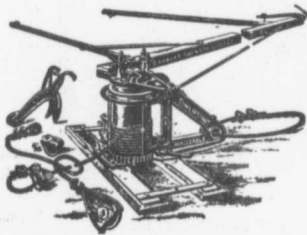
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Ottawa's Building Outlook.

The indications for building generally in Ottawa are for an average season only. Architects report fewer orders than last year at this time, and not nearly as many as the year before. This is said to be because of the unsettled conditions of the money market, and the belief expressed by many that the prices of building materials will go down. The prospective build-

er is thus in most cases holding off until things become somewhat more settled. Architects, however, do not look for any falling off in prices. Some expect a small advance. Materials look as though they would be unchanged. Some kinds of lumber are slightly cheaper, but others again are higher. Wages in the trades are about stationary, except for bricklayers, whose rates are to advance to 50 cents an

hour after May 1st. This will be 3 cents an hour higher than last summer. Speculative building is fairly active.

The Ontario Government proposes to vote \$100,000 to the acquisition of the National Battlefield Park and monuments at Quebec. Votes are also proposed for technical colleges at Hamilton and Sault Ste. Marie.

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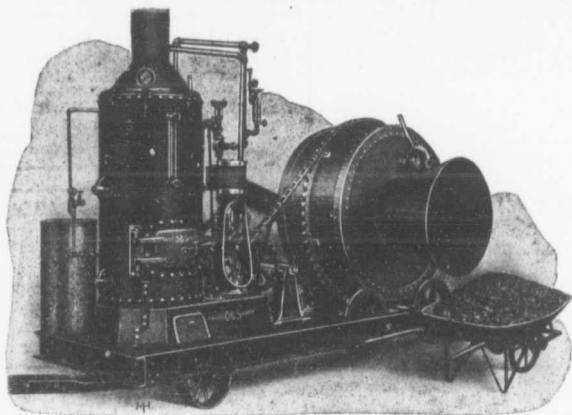
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Columbia Valley's Needs.

Columbia Valley, B.C., is trying to obtain more railway accommodation. The increase in the fruit growing industry in British Columbia has caused the demand. Mr. H. Bruce, a large British Columbia land and mine owner, recently interviewed Sir Thomas Shaughnessy, asking that a branch be constructed through the Columbia Valley district, which is rapidly filling up. He was informed that the C. P. R. would look after the interests of this district as soon as the road could catch up with the demands for branch lines which were pouring in from all directions.

Mr. Bruce stated that Wilmer, the town of this district, was rapidly becoming the centre of a good fruit and agricultural country, while in the Columbia Valley a big smelter was shortly to be constructed, to be worked by a new fuel process. Wilmer, said Mr. Bruce, could not be found on the map, because the last was published two years ago, when there was no Wilmer. Since then the town has sprung up, and now has three hotels, a number of stores and quite a good-sized population, while the country around is rapidly filling up.

St. John Wants G. T. P.

The Board of Trade of St. John, N.B., has followed the example of the Montreal Board of Trade in demanding from the Government the earliest possible connection with the National Transcontinental Railway. A meeting of the board was called at St. John recently for that purpose, and a resolution along the lines of that recently adopted by the Montreal board was unanimously endorsed. It was complained by the board that the present plans for the Government-built section of the new Transcontinental road ignored St. John entirely, which was felt to be an injustice to the city and port. It was figured that a branch should be built to connect with the new road at Chipman or Woodstock, but the board finally decided to follow the lines of the Montreal Board of Trade, and merely advocate the principle of connection, leaving the details to be worked out later by engineers. The St. John Board of Trade has also actively taken up a movement to try and induce the Canadian Pacific to build a hotel there.

The Toronto-Belleville rolling mills of Belleville have been opened again, after being shut down nearly all winter. The horseshoe plant will open in two or three weeks.

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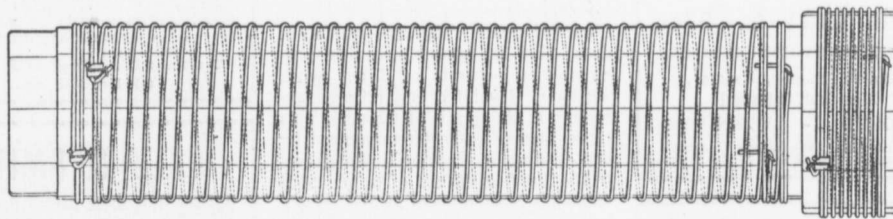
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**Liability of Building
Contractors.**

A case of interest to architects and contractors was heard before Magistrate Love at London, Ont. recently, when Mr. J. B. Smallman and Contractor E. Martyn appeared in court charged with breaking the bylaw, which states that proper measures shall be taken for the protection of workmen.

City Engineer Graydon, who laid the information, claimed that as there was no flooring as yet in the new Smallman & Ingram building, the workmen on the ground floors were in danger of being struck by falling tools, materials, etc., from the upper stories; while workmen on the upper parts of the building might fall a long way and sustain serious injury.

Mr. J. B. Smallman stated to the court that he did not think he was to blame as the bylaw had not been passed until three months after he had let the contracts for the work. It seemed to him that it was the contractors' place to look out for that part of it.

One of the contractors, Mr. Martyn said he undertook to do the brickwork, and had nothing to do with putting in the floors. A New York firm has the contract for putting in the cement floors.

Magistrate Love said he thought that all the contractors should have been brought before him in order that he might determine the case.

An effort will be made to have the New York firm's representatives give evidence, and in the meantime the magistrate has ordered that all work below the fourth floor be stopped. A temporary floor will be put in above that, and work will shortly be gone on with there.

Replacing loan to T & N O.

Arrangements have been made in England whereby bills of the Province of Ontario for nearly half a million pounds were placed privately in Lombard street. The bills, which are dated May 1st, appear to be discounted at the low rate of 3 per cent., which, it is pointed out, reflects favorably on the credit of Ontario. This is the loan of \$400,000 announced by Col. Matheson, Provincial Treasurer, in the last Legislature, of which about \$300,000 is to replace money advanced by the province to the Temiskaming Railway.

The Superior Portland Cement Company of Orangeville has started its furnaces and will be running night and day until next January with a staff of about 50 men.

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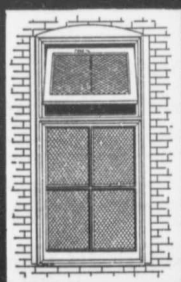
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At the ordinary general half-yearly meeting of the Grand Trunk Railway Company recently there was a very large attendance of shareholders. Sir Charles Rivers Wilson, the president, stated that, although the report was not as satisfactory as usual, due to the financial depression in America and to the exceptionally bad harvest and severe winter, shareholders should be satisfied with the result of the six months' operations.

Much criticism had been directed towards the board and its management, but, in comparison with other railway corporations on the American continent, the G. T. R. system stood on the highest pinnacle, as far as economical expenditure, combined with efficiency, was concerned. There was absolutely no real reason for discouragement. Every year the company enjoyed an increase of income and traffic, and the present check was, he thought, but temporary. The shareholders of the G. T. R. had a very valuable asset in the new transcontinental railway, the Grand Trunk Pacific, and in the very near future this would prove a source of great profit. A suggestion which was made that a Canadian board should be instituted received no support, the very strong arguments of the president against the proposal being unanimously approved. Prior to 1862, said Sir Charles, they had had a taste of management, or mismanagement, by a board in Canada, and as a result the company had been plunged into terrible financial straits. The announcement that another such board was to be formed would prove a deadly blow to the credit of the company. The London "Financial News," referring to this point, says that any effective movement for the transfer of the Grand Trunk headquarters must come from Canada, and must be preceded by the transference of a substantial quantity of the company's stock to the Dominion.

Montreal Water Problem.

Montreal's City Council is struggling with the problem of the water supply for Westmount, Maisonneuve St. Henri and Cunegonde. The city has annexed these wards, which obtain their water from the Montreal Water and Power Company. In order to enjoy the municipal franchise, one must take water from the city supply, so the people in the wards are disfranchised unless the city buys out the company. This is the proposal now being considered by the City Council.

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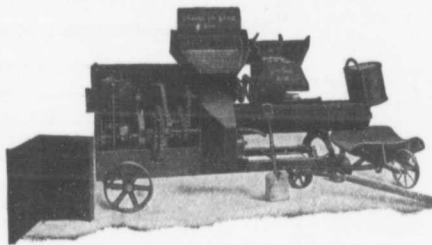
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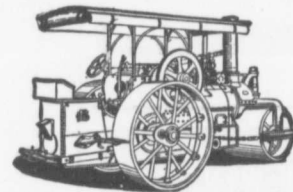
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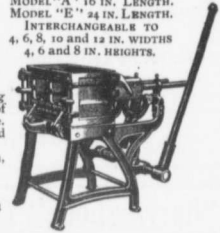
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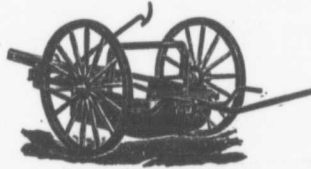


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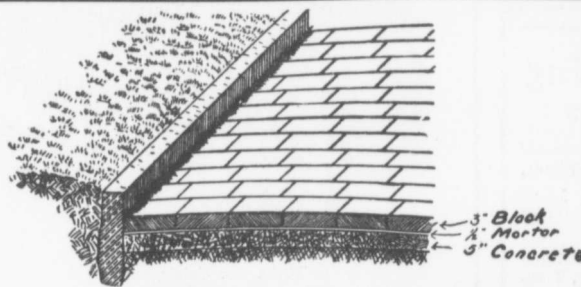


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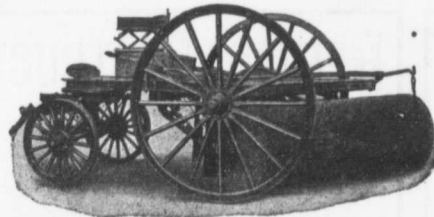
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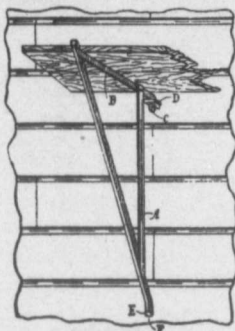


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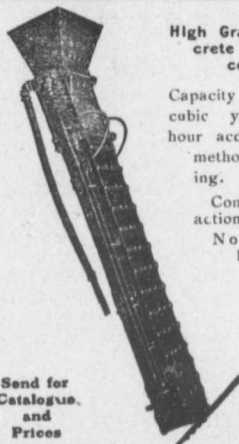
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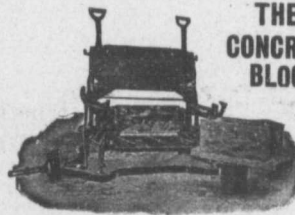
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THE MILES CONCRETE BUILDING BLOCK MACHINE



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VINING BROS. MFG. CO.
 Niagara Falls
 Canada

Seven Good Reasons for using THE MILES.

It makes all blocks FACE DOWN.

It makes all sizes of blocks from 4 to 24 inches long, in 5 widths of wall, including Circles, Gables, Watertables, Octagon, Chimney and Pier blocks, all on the one machine, and one sized pallet.

It has nine different sized Cores, all interchangeable without changing the back plate on pallet, which allows you to make a heavy or light block, as desired.

It can be changed from one sized block to another in less than two minutes.

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We give you a thorough demonstration before you buy.

If you are going into the block business you want a machine that will make blocks to meet the Architects' specifications.

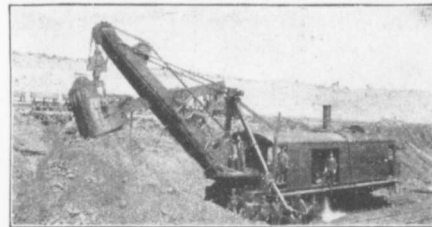
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