

Elmer Gand of the Canal Construction Co., Chicago, Ill., informs us that they have two drag lines idle at the present time. Gand is spending a few days with his folks at Chester, Ill.

Kaiser & Maloney, Times Bldg., St. Louis, Mo., have about 75,000 yards of nice team work to sublet on the Illinois Central R. R. at Bloomington, Ind. Free transportation for labor and outfits over the Illinois Central R. R.

M. L. Windham will finish his work at Centralia, Ill., in about ten days and will be in the market then for some more work. Box 262, Springfield, Ill., will catch him.

McClavy Bros. have about finished their work at Fogleman, Ark., and will have 35 teams idle in a few days.

C. L. Harold, a camp cook, died suddenly at the St. Louis Portland Cement Works, near Ft. Bellefontaine, Mo. His body was buried at Black Jack, Mo. Up to the present time this company has been unable to discover any of his relatives. Any information regarding same will be thankfully received by the St. Louis Portland Cement Co., Prospect Hill, St. Louis, Mo.

Jeremiah Fruin, 80 years old, one of the best-known contractors in St. Louis, died recently of heart disease in his home, 6417 Columbia Ave. Although known to be suffering from heart disease and practically retired from active work on that account for several months, he had been going about as usual, apparently well, and was sitting talking with his daughter, Miss Katherine Fruin, when he suddenly expired. Fruin was born in Glen Aherlow, County Tipperary, Ireland, and came to the United States with his parents when three years old. His father, who was a wealthy contractor, settled in Brooklyn, N. Y., where Jeremiah was reared and educated in the public schools until he was 16 years old, when he became associated with his father in the contracting business. He was married in Brooklyn to Miss Katherine Carroll, with whom he came West in 1860, following the death of his father. He went out to New Orleans, but after a brief stay came to St. Louis in 1861. In the civil war he was connected with the quartermaster's department of the Union Army at St. Louis. He later was a street paving contractor for nearly 30 years. He built several street railroads, the city water works at Bissell's Point, and constructed the terminals of most of the railroads entering St. Louis. His most notable works in this line were the Missouri Pacific and St. Louis & San Francisco railroads to Pacific, Mo., and Burlington R. R. terminals from the North Side to the Missouri River. The operations of his firm, known as the Fruin-Bambrick Construction Co., extended from Indian Territory to the Atlantic Ocean. In 1900 he quit the firm and retired for a brief time, but later he organized the Fruin-Colnon Contracting Co., of which he was president at the time of his death. Fruin took an active interest in public affairs. He was a Democrat and was appointed by former Gov. Wm. J. Stone to a position on the Board of Police Commissioners of St. Louis. Fruin's wife died 12 years ago, leaving him with two children—a son, John J. Fruin, of Tulsa, Okla., and Miss Catherine Fruin, who lived with her father—and two grandsons, Herman and Alfred Fruin, who survive him.

Dave Griffith spent a couple of days in town. Dave was looking wise and not saying much.

✦Bids for the erection of a Physic's Building on the grounds of the University of Missouri at Columbia, Mo., will be received at the office of the architect, James P. Jamieson, 800 Security Bldg., St. Louis, Mo., until noon, March 22. A deposit of \$10 is required for each set of plans and specifications, to be refunded upon their return on or before receipt of bids. Bids must be addressed to the Board of Curators of the University of Missouri, and marked on the outside, "Bids for Physic's Building."

Pat Hannon of Hannon & Hickey Bros. Construction Co., returned from their Kansas

City Southern work. They expect to finish this work in a few days, if weather permits.

✦Walter S. Slifer, architect, Cape Girardeau, Mo., will receive sealed proposals at his office until 1 o'clock, March 21, for the construction of a five-story reinforced concrete hotel building there for George McBride of Cape Girardeau, Mo.

Minnesota.

Preliminary work is under way for the projected electric railway of the Sioux Falls & Southern Minnesota Traction Co., from Sioux Falls east to Albert Lea, passing through a number of towns in Southern Minnesota. H. W. Knight, Chicago, Ill., is interested in this project.

Montana.

✦As mentioned in our last issue, Clifton, Applegate & Co., Anaconda, Mont., and Spokane, Wash., have been awarded the contract for the construction of the Georgetown extension of the Butte, Anaconda & Pacific R. R. At present the sites for the location of warehouses and camps are being selected. The main camp and warehouse will be located at Browns spur. Other camps will be located at the mouth of Warm Springs canyon, Cable road fork, Silver Lake and Georgetown. Bruce Allison of Missoula will have charge of the carpenter crew and will begin the erection of the buildings immediately.

In addition to the several outfits which were put on the Great Northern line between Lewiston and Moccasin, Mont., for which Sims & Carey, St. Paul, Minn., have the general contract, Contractor Callahan has his large steam shovel outfit now installed about 10 miles out of Moccasin and has started work. This outfit in addition to the steam shovel employs three "dinky" locomotives and nearly 50 dump cars. Rapid progress is now being made by this outfit. Contractor O'Neill of Iowa has arrived upon the ground with about 25 teams and has built his camp just out of Moccasin. He has a contract for five or six miles of grading upon which the work will be done with plow and scraper. Other outfits are expected to be located at various points along the line within the next month and early spring.

The Montana Co-Operative R. R. Co., of Carbon County, incorporated recently with a capital stock of \$1,500,000, proposes a line to run down the length of Red Lodge Creek, 15 miles west of Red Lodge, with a terminal at Joliet. The incorporators are J. Alex Caldwell, Sanfrid Renlund, H. E. Newkirk and A. N. Whittington.

Construction work is to be started shortly on the Three Forks, Helena & Madison Valley R. R., which proposes a 12-mile spur from Three Forks into the Radersburg Mining District. The spur will connect with the Chicago, Milwaukee & Puget Sound Ry., but will be operated independently. J. Q. Adams, Three Forks, Mont., is interested.

Nebraska.

Ground for the new terminals of the Chicago, Rock Island & Pacific west of the 16th St. viaduct at Omaha, Neb., have been practically cleared of the old buildings and within a couple of weeks grading will begin. The hills will be cut down and the low places filled to grade. The material for the new freight house will be hauled right onto the grounds, trackage for this purpose to be laid as soon as the grading is completed.

New Hampshire.

The Southern New England R. R. Co., a subsidiary of the Grand Trunk Ry., organized to build a line from White River Junction, Vt., across the state of New Hampshire, has effected its organization, and announcement has been made by President E. H. Fitzhugh, St. Albans, Vt., that surveyors were to be put to work at once to determine the most feasible route for the line.

New Jersey.

The New York & New Jersey Interurban Co., of which H. J. Biel, President of the

United Cigar Stores Co., New York, is one of the promoters, has started work in Sussex County on the construction of a 50-mile rapid-transit railroad. The line is to extend from Greenwood Lake to Paterson and thence to Jersey City.

Hearing will be held by Maj. R. R. Raymond, U. S. Engineer, at 10:30 a. m., April 8, at Court House Bldg., Cape May Court House, N. J., on the application of the Wildwood & Delaware Bay Short Line Ry., Wildwood, N. J., for approval of plans for construction of bridges over waters of Sunset Lake, Hanns Canal, Grassy Sound and Old Turtle Creek, the closing of Shaws Creek and building of trestle in next Run in Middle Township, Cape May County, N. J.

New York.

The State Public Service Commission has passed the petition for the elimination of the three grade crossings south of Jamesville on the Delaware, Lackawanna & Western R. R. The estimated cost, including 10 per cent for engineering and surveying, totals \$30,791.07. Of this one-half will be met by the company, one-quarter by the state and one-quarter by the locality.

A bill is before the State Legislature to extend the time for constructing the Cortland & Auburn Ry. This company was incorporated several years ago and proposed to build a line running from Cortland to near Glen Haven, on Skaneateles Lake, and then to the city of Auburn.

The Erie R. R. has completed preliminary surveys for a 3-mile spur into the center of the village of Warsaw.

It is understood that negotiations are underway whereby an American banking syndicate will furnish some \$60,000,000 for the building of a government railway in Spain which will pierce the Pyrenees with costly tunnels. It is rumored that John F. Stevens, Waldorf Astoria, New York City, will have charge of the construction of the railroad, either as contractor or supervising engineer.

North Carolina.

The Board of Aldermen, Raleigh, N. C., has granted the Raleigh, Charlotte & Southern Ry. Co. a franchise to enter Raleigh and cross certain streets and avenues. The road has the privilege of crossing the city between West St. and Glenwood Ave., parallel with the Seaboard connecting with the Raleigh & Southport on the other side of the town. The company has agreed to construct steel or concrete bridges over the principal streets of the city. E. S. Duncan is First Vice President of the road.

Ohio.

✦H. E. Culbertson Co., Cleveland, O., has been awarded the contract for about six miles of second-track and grade-reduction work for the elevations of the tracks of the Pittsburgh, Cincinnati, Chicago & St. Louis Ry., through Piqua, O.

Preliminary legislation is before the City Council of Lorain, O., for the construction of a subway under the Baltimore & Ohio R. R. at East 28th St. The railroad company has expressed its willingness to go ahead with the work. The subway will cost about \$140,000, half of which will be paid by the city. C. M. Osborne is City Engineer.

The Toledo, Defiance & Fort Wayne Ry. Co. is planning a 100-mile interurban line from Fort Wayne, Ind., to Toledo, O. Surveys for the line have been made, but the capital for construction has not been secured as yet. T. C. Jack, Defiance, O., is Secretary and General Manager.

It is rumored that the officials of the Baltimore & Ohio Railroad have decided to construct a large round house and repair shop in the Canal Dover, O., yards this Spring. At present the shops are located at Holloway.

Oklahoma.

✦Grading work was started on Feb. 20 on the extension of the Clinton, Oklahoma Western Ry. westward from Butler, Okla. The