

inst. Plans may be seen at the offices of J. T. Kirkpatrick, this town or Robert Findlay, architect, Montreal, by whom tenders will be received.—The question of using the water power created by Sheik's Island dam is now under consideration, and it is probable that some manufacturers will be induced to locate there.

VICTORIA, B. C.—Plans are being prepared, it is said, for a new steamer to be built here in the near future.—A request has been preferred to the government for the erection of a suitable residence here for the admiral commanding the Northern Pacific squadron of Her Majesty's navy.—Mr. C. E. Shaw, C. E., of this city, is making a preliminary survey of the proposed Victoria, Vancouver and Eastern Railway, from Kootenay to the coast. If the charter is secured, the construction of the road will be commenced shortly.

TORONTO, ONT.—The probable cost of providing a suitable building for the Toronto Technical School has been placed at \$75,000. The City Council is asked to provide the sum.—The two money by-laws received the sanction of the ratepayers on Monday last. One provided for raising the sum of \$275,000 for the completion of the municipal buildings, and the other for expending the sum of \$26,000 for the construction of a 24 inch water main on Front street.—The City Clerk has received petitions against the construction of a brick pavement on Beaconsfield avenue and a macadam pavement on Terauley street.

MONCTON, N. B.—Tenders are asked until the 11th inst. for the construction of an extension to the freight house at Truro, N. S., also for 500 rods of snow fencing between Oxford Junction and Pictou, and between Point Tupper and Sydney. Plans and specifications for extension of freight house may be seen at the Station Master's office, Truro, and at the chief engineer's office, this town.—D. Pottinger, general manager Intercolonial Railway, will receive tenders until Saturday, the 16th inst., for the construction of a section house at Sacre Coeur, a section house at St. Alexis, a freight house at St. Flavie, and a freight house at Causapsal, all in the province of Quebec. Plans of the above may be seen at Levis, River du Loup and Rimouski, and also at the offices in Moncton.

QUEBEC, QUE.—The new factory for W. A. Marsh & Co. will be of brick, 200 x 44 ft., five stories, with two elevators, and a smoke stack 80 feet high.—David Ouellet is preparing plans for alterations to the Convent at Rimouski, for the Ladies of the Rosary.—The Quebec legislature will be asked to provide for guaranteeing the capital and interest of a loan of \$500,000 to the Sisters of Providence for the rebuilding of the St. John de Dieu Asylum at Longue Pointe. The buildings of this asylum were destroyed by fire, and it is estimated that to rebuild them would cost over one million dollars, which amount the Sisters of Providence are unable to provide. It is proposed, therefore, that the government shall be authorized to enter into a contract with the Sisters, by which they will bind themselves to rebuild the asylum at a sufficient distance from the river to prevent it being exposed to spring floods, to continue such building without interruption so that it may be completed within five years, and to put up the new buildings for that object on plans approved by the Lieutenant Governor in Council.

OTTAWA, ONT.—The row of small brick houses at the corner of Bank and Sparks streets has been sold to John Murphy & Company, of Montreal, who will tear it down and erect a six-storey modern departmental store on the site.—The plans for the proposed addition to the Protestant Hospital have been approved of by the directors, and tenders for

construction will be received at once. Mr. Hodgson, a local architect, will supervise the work.—Mr. A. M. Calderon, architect, has about completed the plans for the new mammoth departmental store to be erected by the C. Ross Company Limited, to replace the building recently destroyed by fire. The structure will be of red brick and sandstone, five stories high. The interior of the store will be supported with steel beams and posts. A large portion of the building will probably be made fireproof. Tenders for construction will shortly be asked.—Mr. F. H. Chrysler, Q. C., on behalf of the Canada Atlantic railway, gives notice to parliament of application for an act to extend the time limited for the completion of a railway to some point on the north-easterly boundary of the State of New York, or on the north-westerly boundary of the State of Vermont, crossing the River Richelieu by a bridge at or near Lacolle, in the County of St. John.—Specifications have been prepared, and tenders will be invited shortly by the Department of Public Works for several works of construction. Amongst these are: A new pile wharf at L'Original; the deepening of Collingwood harbor to a depth of 20 feet, at an estimated cost of \$200,000; the rebuilding of the entire west side of Owen Sound harbor: partial reconstruction of the breakwater at Goderich, consisting of crib work, estimated cost, \$120,000; new landing pier at Kingsville, Essex County, consisting of pile work, estimated cost \$15,000; extension of the wharf at Cap l'Aigle; construction of a new landing at Lotbiniere and of a new breakwater of creosoted timber at Margaretsville, N. S.—It is said that the Sun Life Assurance Co. will erect a large building suitable for their purpose.—The Dominion Rifle Association have selected the plans of Saxe & Rodden, of Montreal, for the proposed Canadian headquarters at Bisley. The cost is placed at \$7,500.—The Railway Committee of the Privy Council have approved of branch lines of the London and Port Stanley railway to Port Stanley and Blenheim, also of a branch of the Detroit and Lake Erie railway to Ridgeway. The G. T. R. have applied for approval of a branch line at Merritton.

FIRES.

The wholesale stationary establishment of D. McFarlane & Co., on St. James street, Montreal, has been wrecked by fire. The building was owned by Gilman Cheney, and is damaged to the extent of \$15,000. The large buildings of the South Essex Preserving Co., at Kingsville, Ont., were partially destroyed by fire on the 2nd inst., together with much of the machinery. The loss will probably reach \$50,000, fully covered by insurance.—A boarding house and store at Yorkton, N. W. T., owned by Mr. Clarke, were burned on December 31st.—The wood-working factory of R. K. Jones, at Woodstock, N. B., was damaged by fire recently. The loss is about \$3,000.—On the 1st inst. fire destroyed the Tichborne House at Parham, Ont., owned by Johnston Brown, of Kingston. Loss, \$2,500; insurance, \$400.—The dry goods store of J. Richmond, at Kingston, Ont., was gutted by fire recently. The building was owned by the Estate of James MacNee.—The residence of John Lundy, near Prescott, Ont., was destroyed by fire on Tuesday last. The loss is heavy, only \$600 of which is covered by insurance.—The stained glass windows in the Roman Catholic church at Port Colborne, Ont., have been totally wrecked by fire.

CONTRACTS AWARDED.

VICTORIA, B. C.—The contract has been let to the Albion Iron Works Co. for the construction of a ten-knot steamer.

It will be 68 feet in length, with compound engines.

LONDON, ONT.—Fleming & Lighthart, of this city, have been awarded the vitrified stone contract, and the Dennis Iron Works the iron doors and grating contracts, for the new town hall and lock-up at Dutton.

MONTREAL, QUE.—Building permits have been granted for two houses, forming six tenements, 51 x 55 ft., three stories, wood, lined with brick, to be erected on de Montigny street, for Aubry Bros.; carpenter and joiner's work, W. Guercier.

COATICOOKE, QUE.—The contract for the construction of a wing to the Presentation Convent has been awarded to Messrs. Octave Blain and W. Welsh, for the sum of \$5,000. The work is to be commenced early next spring.

PLASTERING AND DECORATING.

A mistake is often made by plasterers when repairing badly cracked ceilings or walls by using plain lime putty, or mortar containing but a small percentage of plaster of Paris. Instead of using so much lime, in either stopping up cracks or patching, it would be much better if he would use plaster of Paris, with a little whiting added and mixed with glue water. This would allow him ample lime to make a good job of the work, and there would be no danger of the new work breaking away from the old.

If there is color to be laid on the patched plastering, it may be taken for granted that there will be several shades of the same color if the ceilings or walls are old or dirty, or if they have been kalsomined or whitewashed, they must first be made clean by scraping or sandpapering. After this is done thoroughly, the whole should receive a light coat of white shellac, the walls should then stand a day or two, after which the colors or decorations may be applied. It must be remembered that the shellac must be applied to the new patching and stopping, as well as to the old work, otherwise the coloring will change and look faded and flat where the new mortar has been applied, and each crack will show a faded line. The cost of plaster of Paris, whiting and glue, is no more than double that of "fine stuff," and it is worked easier, and the results are much more satisfactory, so that in the end it pays better to use superior materials.

While on the subject of plastered walls and ceilings, it may not be amiss to offer some suggestions as to the colors that may be employed in the decoration of same. Of course, it is not intended that these suggestions be considered as suited for a pretentious house, but rather as being adapted for buildings where simplicity and quietness are sought rather than æsthetic effects, the decoration of which the ordinary painter will be able to execute satisfactory.

In treating a sitting room, make the body of the ceiling a warm grey, then about 2 ft. from the wall run a 12-in. band painted in pale turquoise blue, and edged by 2-in. strips of rich orange yellow. The stripes and band may be edged or separated by narrow pencillings of black. Do not make a square field with this band work, but continue the band and