

Toronto, for a new church have been adopted by the congregation of the First Baptist Church.—Major Jones, United States army engineer, has made a survey of the Red river with a view of estimating the cost of improving the navigation. He reports that the entire cost would be \$860,000. He proposes to create two large reservoirs, which he will accomplish by means of canals and dams, thereby making the river navigable for 615 miles south of Lake Winnipeg.

TORONTO JUNCTION, ONT.—Mr. Smith, of this town, is about to erect a block of four stores in Toronto Junction.

OWEN SOUND, ONT.—A movement has been commenced by the Board of Trade to petition the Dominion Government to build a new post office here.

MONTREAL, QUE.—The Mainwaring syndicate are again petitioning the council for leave to construct an electric railway on Bleury street.—A movement has been started to petition the Council to extend Dominion Square from Osborne street to St. James street. The cost of this work is estimated at half a million dollars.—Mr. R. Bickudike has presented a petition to the council asking permission to construct an electric railway along St. James street to Cote St. Paul, and along Craig and Notre Dame streets to Harbor street and thence along St. Catherine street to the eastern limits of Maisonneuve.—The city council has decided to build a bridge across the gully on the mountain summit.—Mr. J. X. Perrault has petitioned the council for permission to construct a narrow gauge electric railway around the Mountain Park.—The City Surveyor has reported that he could not complete the Berri street tunnel plan until he knew whether the street was to be 50 or 60 feet wide. The former would cost about \$66,000 and the latter \$113,000. The Road Committee has decided to report to the council that the Committee had not sufficient funds for the sixty foot scheme.—Mr. C. C. Corneille will erect a residence on Upper Dorchester street.—A. Raza, architect, is preparing plans for five stores and tenements for Ald. A. Dubuc on Ontario and St. Constant streets.—The old Rasco Hotel on St. Paul street will be changed into stores and tenements.—C. St. John, architect, is preparing plans for a church at St. Casaire, P. Q.—Perrault & Mesnard, architects, are preparing plans for stores and dwellings on Notre Dame street east, for Dr. Thayer and Messrs. E. Belanger, Holpinc & Co. They are also preparing plans for a dwelling for Dr. Brossard.—J. B. Resther & Son, architects, have completed plans for the new church for the Fathers of the Holy Sacrament on Mount Royal avenue. A large monastery will also be erected on the same site later on.

TORONTO, ONT.—The Board of Works has approved of the recommendations of the City Engineer that a block pavement be constructed on Roxborough avenue, at a cost of \$7,700, and a sewer on Hazleton avenue, at a cost of \$1,150.—The Superintendent of Water Works recommends that the brick work and furnace at the main pumping station be repaired.—The Property Committee of the council has appropriated the sum of \$1,200 for the building of stables at Wilton avenue police station.—A deputation from Lindsay recently interviewed the Ontario Legislature, requesting a grant of \$2,000 for dredging the Scugog river at that town.—A new Sunday School building is to be erected in connection with the College Street Presbyterian Church.—Mr. J. S. Powley, of Harbord street, has under consideration the erection of a pair of semi-detached brick houses on his land in South Parkdale.—Building permits have been granted as follows: Scanlan & Normandy, two det. 2-storey and attic bk. dwellings, w. side Dunn ave., s. of Home for Incurables, cost \$9,000; Anderson & Sproule, pr. att. 2-storey and attic bk. dwellings, 98 and 100 Duke st., cost \$7,000; W. Wood, 113 College st., pr. s. d. 2-storey bk. dwellings, s. w. cor. Dufferin and College sts., cost \$3,000; J. Clark, 363 Delaware ave., pr. s. d. 2-storey and attic bk. dwellings, e. side Gore Vale ave., n. of College st., cost \$4,200; Rogers Bros., det. 3-storey bk. dwelling, 209 Simcoe st., and one ditto in rear facing Queen's Park, cost \$9,000; Chas. Parker, 17 Boswell ave., pr. s. d. 2-storey and attic bk. dwellings, 32 Elgin ave., cost \$4,600; Baptist Church, Walmer road, cost \$45,000; a rough cast Episcopal Church, cor. of Dupont and Christie sts., cost \$3,000; Lanskill

& Booth three 2-storey and attic bk. dwellings, Pine Hill road, running w. of Rosedale road, cost \$15,000; Robert Brown, eleven att. 3-storey bk. dwellings, John st., n. e. cor. Adelaide st., also three att. same kind, facing on Adelaide st., cost \$3,500.—M. Sheard, architect, Yonge street, wants tenders for the erection of house on Murray street.

FIRES.

Lea's wood-working factory at Moncton, N. B., was burned recently. Loss \$20,000.—The brick building owned and occupied by Charles Stickle and a frame building owned by L. B. Parker, at Stirling, Ont., were burned on the 18th inst. Insurance on Mr. Stickle's building, \$1,800.—The residence of Samuel Pagu, of Windsor, Ont., with all its contents, was consumed by fire on Monday inst. Loss \$5,000.

CONTRACTS AWARDED.

BRANDON, MAN.—Mr. H. J. Halpin has let the contract for a brick block to Messrs. Bel Bros.

PILOT BAY, B. C.—Hamilton Byers, manager of the Galena Trading Co., has let the contract for a two-storey building, 30 x 80 ft.

PRESCOTT, ONT.—Messrs. Ward & Steele have been awarded the contract for building a new Presbyterian church and manse.

VICTORIA, B. C.—McGregor & Jones have been awarded the contract for building the Victoria brewery, at the price of \$7,000.

LONDON, ONT.—The contract for seating the new Methodist church in East London has been given to Messrs. Pennington & Baker, of Hamilton, for \$9,631.18.

OTTAWA, ONT.—The Government has awarded the contract for building a new steel steamer to the Polson Iron Works Company, of Toronto. The contract price is said to be between \$40,000 and \$50,000.

MONTREAL, QUE.—Mr. W. Livermore, architect, has awarded contracts as follows for the erection of two stores and dwellings on Guy St. for Graham Bros.: Stonework, W. Oman; brickwork, T. W. Pest; carpenter work, Simpson & Peel; roofing, Montreal Roofing Co.; plastering, Thos. Phillips; painting, Jas. Kimber & Son; plumbing, John Date. The cost of the building will be \$20,000.—The Road Committee has finally awarded the contract for the Ontario St. subway to the Dominion Bridge Co.

HAMILTON, ONT.—The city council have accepted the tender of the Gutta Percha and Rubber Manufacturing Co., of Toronto, for the supply of 1,000 feet of two-ply Baker hose, with couplings complete, at 75 cents per foot.—The successful tenderers for remodelling the post office are John Clayton for painting and Donaldson & Patterson for carpentering.—The Water Works Committee of the city council have awarded contracts as follows for the annual supplies: Iron pipes, A. Gartshore; castings, S. J. Moore; stop valves, Wood, Vallance & Co.; stop cock boxes, Nic & Lynch; pig lead, Bowman & Moore; lead pipe, Wood, Vallance & Co.; brass castings, Hamilton Brass Company.

STAIR-TREADS OF LEAD AND STEEL.

Stairways are by no means so important a feature of public and business structures as in the days anterior to the introduction of elevators. But they still have their use, and are well worn, especially the two or three flights nearest the ground. An essential quality in a stair-tread is its durability; and this is said to be secured in a high degree in a tread of recent English invention, made of alternate strips of lead and steel. The lead which gives the foot a firm hold, is cast in grooves in a plate of steel, the latter being specially adapted to resist the wear of travel.

Mr. John Douglas, builder, of Toronto has made an assignment for the benefit of his creditors.

MUNICIPAL DEPARTMENT.

LEGAL DECISIONS AFFECTING MUNICIPALITIES.

MEANING OF "DEALERS."—The Supreme Court of Pennsylvania held, in the recent case of *The Commonwealth vs. Teller*, that the word "dealers" occurring in the 11th section of the act of April 22, 1846, relating to mercantile taxes, included only such persons as were engaged in the sale of goods, or had a store or warehouse for that purpose in the county where the tax was assessed, and that one who had a place in one county for the storage of goods which he purchased there, while his sales were all made from a warehouse in another county, was taxable only in the latter.

MAKING-UP STREETS.—At the Tunstall (Eng.) Stipendiary Court, Mr. John Grosvenor, builder and contractor, and a member of the Board of Health, was summoned at the instance of the Tunstall Board for the recovery of 56l. 8s. 11d. for private improvements. It was stated that the defendant built a number of houses in Henry Street, and on May 3, 1889, the medical officer reported that the condition of the street was unsatisfactory. On the recommendation of the Sanitary and Highways Committees the property-owners, including the defendant, were called upon to put the street in order. This they failed to do, and the Board accordingly accepted a contract for the carrying out of the work, and apportioned the cost amongst the owners, the defendant's share amounting to the sum claimed. Mr. Grosvenor claimed that he was not liable on account of work previously done to the street; but the Board contended that the street never was put into a condition that would justify them in taking it over. Mr. A. R. Wood, surveyor to the Board, stated when the owners were called upon to do the work the street was in a bad state, only partially sewered, and not in a condition to give satisfaction to the Board. What had been previously done to it was only sufficient to satisfy the Building Committee in allowing the defendant to proceed with the erection of his houses. Mr. J. Lobley, borough surveyor of Hanley, and Mr. R. Dain, surveyor, gave evidence that it was the practice that before houses were erected in a street, such street was required to be made for the purpose of the buildings, and then, when it was thought that the street would be useful to the public, Section 150 of the Public Health Act was put in force, requiring the owners to make the street in such a way that it could be taken over by the Local Authority. A street as formed for building purposes was not in the condition required by Section 150, and frequently the work done previous to building became so worn that it had to be done over again. For the defence, it was submitted that, though this might have been the practice, the law did not require work of this class, which was once done to the satisfaction of the authority, to be done a second time. Mr. Grosvenor stated that when the street was made in 1874 it was properly made in accordance with the by-laws, and in 1889 his portion of the street was as good as it was after the work had been done by the Board. The Stipendiary held that the defendant was liable, and ordered the amount claimed, with costs, to be paid.

THE FIRE HAZARD.

Whenever a town or small city improves its water supply and adds to its fire extinguishing facilities a little, underwriters are at once importuned to reduce rates, and the reduction demanded is usually to the lowest point. Companies very properly encourage these protective improvements, for it is sound underwriting to fit the rate to the hazard; but we question whether too much credit is not sometimes given to these improvements in the average town. A town of a few thousand inhabitants is usually a pretty combustible town, wooden structures prevailing, and fire department discipline and equipment, at the best, very imperfect. Some of our readers will remember that previous to the sweeping fire which destroyed Spokane Falls on the Pacific Coast, a little over two years ago, the young city improved its water supply, and organized a paid fire department to which it pointed with pride, and that its people and the newspapers loudly demanded a reduction of rates accordingly. In a few days the place was an ash heap. It is well to scan the situation closely from all standpoints before making sweeping reductions on the strength of a few improvements.—*Insurance and Finance Chronicle.*

PROGRESSIVE STEPS IN IMPROVING PUBLIC HIGHWAYS AND STREETS.

By JOHN BEERS, C. E.

In all ages of the world's history among the more enlightened races of people, the improvement of the various highways of travel has afforded an important theme for discussion, a great field for experiment and an opportunity for the expenditure of vast sums of money, the public necessity for which has also given rise to a multitudinous amount of legislation.

The great Macadam introduced the broken stone road; then Thomas Telford, the great public benefactor, came with his improved macadam, until now, all over the great broad land, the march of civilization is manifest in the magnificent public highways of travel that exist. The cities and towns over the country have also felt the impulse of increased commercial intercourse; have experienced the benefits and seen the increased public health among their citizens, largely brought about by better roads and better streets, until they, too, have expended untold millions in that direction in the way of trying various plans and various pavements, until there, also, we have seen in the busier portions of the cities the gravel, the cobble-stones, the macadam and the Nicholson come and go. They have served their day and purpose. The beautiful elastic sheet asphalt and the asphaltum blocks came but for a brief interim, to be superseded, under heavy traffic, by the Belgian block, the last only holding its day for one redeeming quality—durability. And now we are on the advent of the vitrified brick pavement, wherein the acme of perfection under all circumstances has been nearer reached than in any other pavement that has ever been devised. Brick pavements have been in use in Europe for over a century; Amsterdam has one over a hundred years old; the Hague has one over thirty-six years old; they are found in Rotterdam and other large cities of Holland; and