

CONTRACTS OPEN.

GUELPH, ONT.—E. J. Present will erect a new flour mill to take the place of the one destroyed by fire a few days ago.

ST. THOMAS, ONT.—It is the intention of the proprietors of the *St. Thomas Journal* to erect a new building in the spring.

NEWMARKET, ONT.—Plans have been adopted for a new Model School, and tenders will be immediately invited for the work.

W. TORONTO JUNCTION, ONT.—It is considered probable that the project for the erection of a new High School will be carried out the present year.

BRANTFORD, ONT.—The Waterous Engine Works Co. will erect new works but are undecided yet whether the location will be Brantford or elsewhere.

KINGSTON, ONT.—It has been decided that the new dormitory at the military college shall be built of stone instead of brick; therefore, new tenders will be asked for.

ALLANDALE, ONT.—It is understood to be the intention of the G. T. Ry. Co. to build a round house at this point, capable of accommodating 60 engines.

SARNIA, ONT.—The purchase of the right of way for the G.T.R.'s proposed new line from Glencoe to the Sarnia branch is being made. Construction will begin in the spring.

PORT HOPE, ONT.—The syndicate which recently purchased Perrhyn Park will shortly commence the erection of a \$5,000 hotel. It is also proposed to erect a number of summer cottages.

NIAGARA FALLS, ONT.—It is reported that the location for a new bridge has been made across the Niagara river directly below the mills, at the north end of the Niagara Falls. The Canadian Pacific Railway is understood to be interested in the undertaking.

CHARLOTTETOWN, P.E.I.—The necessity and advisability of constructing a sub-marine tunnel to connect the Island with the main land is being pressed upon the attention of the Dominion Government. The estimated cost of the work is \$5,000,000. The interest on this amount at 4% is shown to be less than the amount at present necessary to maintain connection with the main land.

VANCOUVER, B. C.—The Market Committee has been instructed to have a clock placed in the tower of the proposed new market building.—The question of permanently paving the central business streets of the city has received the attention of the Board of Works, and the engineer is preparing plans and specifications of the different classes of pavement in general use for the information of the Council of 1891.

OTTAWA, ONT.—A company is seeking incorporation for the purpose of building a railway from a point in the Township of Wright, Ottawa County, through the Townships of Wright, Alleyn, Leslie, Thorne, &c. to Renfrew, with power to bridge the Ottawa river near Portage Du Fort.—The portion of the Russell House destroyed by fire a few days ago will be re-built at once.—The promoters of the Montreal & Ottawa Railway recently interviewed the Dept. of Railways and Canals regarding terminal facilities here, and expect to obtain the Government's approval of their plans for bridging the Nation river.—The Council will seek to procure legislation to enable it to erect public baths.

MONTREAL, QUE.—A building permit has been granted Mr. Alph. L. Archevêque, 268 Montcalm St., for the erection of two 3-storey wood and brick dwellings on Montcalm St., cost \$6,000.—A meeting of members of the Bench and Bar is to be held a few days hence to consider whether it would not be a wiser expenditure of public money to erect a new court house than to attempt to alter the existing building.—The

Board of Trade will endeavor to induce the Government to reconsider the adopted plan for enlarging the Cornwall canal, to the end that the interest of navigation and the water power dependent on the efficiency of that great work may be more fully considered by competent engineers.—It is recommended that safety deposit vaults be erected in the Court House, and a fireproof building for the protection of the archives.

TORONTO, ONT.—The congregation of Trinity Methodist Church are raising the necessary funds for the erection of a Sunday school building.—The Government's approval of the plans for the proposed high level bridge over the Don has not yet been given. The City Engineer states that the bridge will be constructed under the supervision of the Works Department.—The widening of Queen street subway is estimated to cost \$9,000. The incoming council will deal with the question of carrying out the work.—The City Engineer in his estimates for 1891, asks for appropriations as follows for public works: Reconstruction Jarvis street sewer crossing Esplanade, \$5,000; dredging sewage from slips and Frederick st. wharf, \$2,000; wharf repairs and extensions at foot of Frederick street, \$3,500; engine, boiler and machinery for sawing blocks, tools and repairs, \$3,500; reconstruction of Strachan ave. bridges over G.T. and C.P.R., \$12,000; filling Cat Fish pond, \$25,000; groyne on west shore of Island, \$1,000; asphalt and other pavements and sidewalks, \$76,000; sewers, \$190,000.—The senate of the Toronto University have adopted plans for a new library building, the estimated cost of which is \$70,000.—Mr. D. B. Dick is the architect.—The Dominion Government has arranged for the construction of a break-water along the northern edge of the sand bar immediately south of Queen's wharf, the length of which will be 1,500 feet, width, 12 feet height, 20 ft. loaded with stone and planked.—It is reported that the Dominion Bank has purchased the south-east cor. of King and Jarvis streets and will commence in May the erection of a new building.—The details are being arranged in connection with the proposed extension of the Metropolitan St. Ry. to Richmond Hill.—A by-law has been introduced into the City Council compelling the erection of fire escapes on all public buildings, theatres, factories, etc., of over three stories height.—The Courts have agreed to amend the order in the matter of the Dundas st. bridges so as to enable the City Council on two-thirds majority to contribute one-half the cost of construction.

CONTRACTS AWARDED.

TORONTO, ONT.—The following tenders have been accepted by the Public School Board for the erection of a new school in connection with the Orphans' Home: Thos. Jones, masonry, \$2,749; John Wilson, carpenter work, \$3,350; John Reggin, roofing, \$478; Taylor & Wheeler, painting, \$290; T. Gander & Son, plastering, \$355; John Douglas & Co., galvanized iron, \$114; Smead, Dowd & Co., heating, \$915; Fred Armstrong, plumber, \$72.—The Board of Works has accepted the following tenders: St. Lawrence Foundry for iron pipe for the extension of the Berkeley street sewer, at \$39 per ton of 2,000 pounds.—Acceptance is recommended of the following tenders for sewer pipe required by the City during 1891:—**AMERICAN PIPE.**—Wm. Maguire, 1010—Sewer pipe—6-in., 12½ cents, 9-in., 23 cents, 12-in., 35 cents, 15-in., 53 cents, 18-in., 80 cents; inverts—1 ft. 2-in. x 1 ft. 7-in., 35 cents, 2x3 ft., 48 cents; stoppers—6-in., 6 cents, 9-in., 9 cents; curves, elbows and bends—6 in., 45 cents, 9-in., 87 cents, 12-in., \$1.40, 16-in., \$1.95, 18-in., \$3; Junctions, 2 ft. lengths—6-in., off 12-in., \$1.53, 9-in. off 12-in., \$1.53, 6-in. off 15-in., \$2.15, 9-in. off 15-in., \$2.15, 6-in. off 18-in. and 9-in. off 18-in. \$2.95. **SCOTCH PIPE.**—Wm. McNally & Co., Montreal.—Sewer pipe—6-in., 12 cents, 9-in., 22 cents, 12-in., 30 cents, 15-in., 45 cents, 18-in., 60 cents; inverts—1 ft. 2-in. x

1 ft. 9-in., 27½ cents, 2 x 3 ft., 37½ cents; stoppers—6-in., 5 cents, 9-in., 9 cents; curves, elbows and bends—6-in., 36 cents, 9-in., 69 cents; 12-in., \$1.12, 15-in., \$1.40, 18-in., \$2; Junctions—6-in. off 12-in. and 9-in. off 12-in., \$1.10, 6-in. off 15-in., and 9-in. off 15-in., \$1.60, 6-in. off 18-in. and 9-in. off 18-in., \$2.25. **CANADIAN PIPE.**—Hamil on and Toronto Sewer Pipe Co.—Sewer pipe—6-in., 10½ cents, 9-in., 17 cents, 12-in., 22½ cents, 15-in., 33½ cents, 18-in., 56½ cents; inverts—1 ft. 2-in. x 1 ft. 9-in., 28 cents, 2x3 ft., 39 cents; stoppers—6 and 9-in., 5½ cents; curves, elbows and bends—6-in., 33½ cents, 9-in., 56½ cents, 12-in., 99 cents, 15-in., \$2.25, 18-in., \$2.50. 6-in. off 12-in. and 9-in. off 12-in., 90 cents, 6-in. off 15-in. and 9-in. off 15-in., \$1.40, 6-in. off 18-in. and 9-in. off 18-in., \$2.—It is recommended that the tender of Messrs. Wm. McNally & Co., for the supply of the necessary special inverts in connection with the repairs to be done in the Garrison Creek Sewer, at the price of 90 cents per lineal foot delivered, be accepted.

KINGSTON, ONT.—The following are the figures submitted to the water works department for the laying and supplying of the suction pipe: J. J. Miller, \$5,900 for material only; Rousseau, Montreal, \$8,735; F. Mills, \$15,480; McNamee, \$16,629; Brown Mfg. Co., Belleville, \$8,847, for material only; Craig & Brown, \$13,386; Kingston Foundry Co., \$13,345. Mr. Rousseau asked to be allowed to add \$1,000 to his tender on account of an error. The Council allowed the tender to be increased by \$500 at which amount it was accepted.

A writer has recently called attention to the unappreciated uses and preservative qualities of soapstone, a material, he says, which possesses what may be regarded as extraordinary qualities in withstanding atmospheric influences, those, especially, which have so much to do with the corrosion of iron and steel; and from experiments made, it is said that no other material is capable of taking hold of the fibre of iron and steel so readily and firmly as this. In China, soapstone is largely used in preserving structures built of sandstone and other stones liable to crumble from the effect of the atmosphere; and the covering with powdered soapstone in the form of paint, on some of the obelisks in that country, composed of stone liable to atmospheric deterioration, has been the means of preserving them intact for hundreds of years.

For the floors of buildings in which heavy loads are stored, all girders should be tested before being put in place. This is a very simple job and an inexpensive one. The girders are taken in pairs, and laid on their sides on blocks of wood or rollers; strong iron straps are passed over their ends, and a hydraulic cylinder placed between them in the centre to put pressure upon them; one acts as an abutment to the other. A fine wire may be stretched along the inner flange of each girder before it is strained, from which to measure the deflection under the strain. When the full working load is on the girders, each one should not deflect more than one-hundredth of an inch for each foot of span. The maximum working load should not exceed one-fourth of the breaking weight, and, if heavy trolleys are running over the floor, not more than one-fifth.