

Commissioners have awarded contracts for annual supply of timber and stone as follows: Broken stone for macadamizing, delivery, Mr. Kirk, 95 cents a ton; for delivery, Mr. Marlineau, 94 cents a ton; Banc Rouge stone, Mr. Kirk, at average of 65 cents a ton. For the supply of the timber J. & B. Grier were awarded at \$60,884, and Shearer, Brown & Co. were next at \$65,581. The Commissioners decided, however, to let the contract out in parts, awarding each to the lowest tenderers. For round hemlock contract was awarded to Owen Bros. at 12 cents; flat hemlock, Mr. Brown & Co., 12 cents; other hemlock, J & B Grier, 16 cents; round pine, 12 cents; square pine, \$22, Smith & Brennan; red pine piles, Brunneau & Co., 16 cents; red pine coping, J & B Grier, \$24; rock elm, Smith & McLennan, \$24; pine planks, Montreal Lumber Company, \$15.90; hemlock planks, Montreal Lumber Company, for 50 per cent at \$12.90, and J & B Grier at \$13 per cent; spruce planks, \$14.90, Montreal Lumber Company.

**BIDS.**

**STOWEL, ONT.** — The following bids were received by the corporation for \$10,000 four per cent. debentures: The Life Assurance Co., Toronto, \$10,000; Central Canada Loan & Savings Co., Toronto, \$9,887; H. O'Hara & Co., Toronto, \$9,705; G. A. Stimson & Co., Toronto, \$9,601.50; Bank of Hamilton, Toronto. No tender has been accepted, as the council are of the opinion that the debentures should sell at par.

**WINCHESTER, ONT.** — Winchester ship drainage debentures of the following sums were offered for sale: (1) \$16.49; (2) \$1,530.46; (3) \$982; (4) \$92; (5) \$1,876.50. The tenders received were: W. D. Meikle, Morrisburg, \$1,546; (3) \$991.50; (4) \$860.50; (5) \$50. Molsons Bank, Morrisburg—\$4% with a bonus of \$250. Henry H. Hara, Toronto—\$50,663.50 and accrued interest, bearing 5% yearly; (2) \$1,515.50 accrued interest, bearing 4%; (3) \$100 and accrued interest, bearing 4%; (4) \$5.92 and accrued interest, bearing 4%; (5) \$1854.00 and accrued interest, bearing 4%. S. F. Bingham, Chesterville—\$1,150 for the five lots of debentures. J. C. Casselman, Chesterville—Nos. 1 and 4 money furnished at par. Corbett Cross, Chesterville—(2), (3) and (4) \$100. G. A. Stimson & Co., Toronto—(2), (3), (4) and (5), \$56,128. Emilius & Co., Toronto—(1), (2), (3), (4) and (5), \$53,734. Jas. T. Smith, Cannanville—(3) at 3.90%. A. W. Harrison, Toronto, also tendered.

**BRIDGE PLAN SEIZED.**

The plans for the New Westminster bridge, for which the Government is calling for tenders, were seized recently by the Collector of Customs for duty. They were prepared at Kansas City by Mr. Tidell, the bridge expert, and the collector contends that they are liable to duty for duty, this being 20 per cent. of the estimated cost of the bridge. The plans of the Lugent Sound bridge and the proposed bridge at Point Ellice were

seized for the same reason. The Provincial Government is appealing to Ottawa.

**DATE OF PUBLICATION.**

Architects, engineers, municipal authorities and others are reminded that the CONTRACT RECORD is printed every Tuesday afternoon, and that advertisements should reach the office of publication not later than 2 o'clock p.m. on that day to insure insertion in the issue of the current week. Advertisements are frequently received too late for insertion, to avoid which special attention is directed to this announcement.

A new school house has been completed at Chatham, N.B., at a cost of \$43,000, from plans prepared by Mr. R. C. John Dunn, architect, of St. John. Mr. John McDonald, of Chatham, was the contractor. [The building is of freestone from the quarry of E. C. Fish. It is 104x76 feet, two and one-half storeys, with base-

ment. The main building has three entrances and contains ten class rooms, nearly all of which are 32x25 feet. There are also cloak rooms and an assembly hall 51 x 31 feet, with folding doors. The floors are birch and the wainscoting spruce, oiled and polished.

The Ottawa Car Company has just finished for the Imperial War Office the construction of a pontoon bridge for the use of the army in South Africa. It was the first order for these conveniences of war ever placed in Canada. The pontoons are ready for shipment awaiting orders from the Imperial Government. The pontoons are built somewhat after the fashion of a scow or bonne. Each pontoon is in two sections, so that when joined together one forms the bow and the other the stern. They are covered inside and outside with canvas and marine glue and are as perfectly watertight as it is possible to make them. The boats are 18 feet long, and the company has constructed five, which will provide for a bridge over a stream 180 feet wide for the accommodation of infantry and probably about half that width for cavalry.

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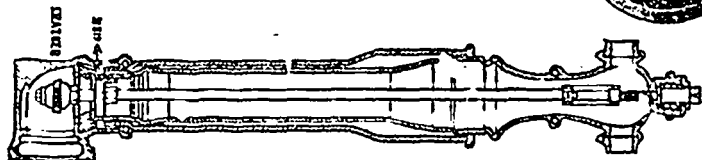
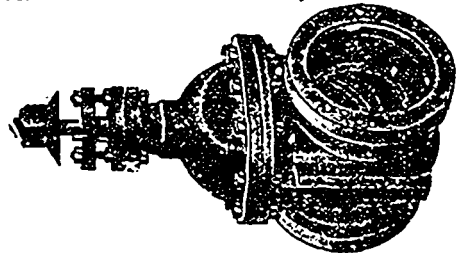
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