

tery at St. Zotique, Soulanges county. Tate's old saw mill, Mill street, is now being converted into a power house for lighting the Lachine canal.—Robt. Findlay, architect, is calling for tenders for a hospital to be erected at Cornwall, Ont. Plans may be seen at the office of the architect, 260 St. James street, Montreal, or at Cornwall, Ont., until January 5th, 1897.—Ground has been broken for a new hotel to be erected by George Carslake at the north-east corner of St. James and Windsor streets. The plans are now being prepared, and it is hoped to have the building completed by the 1st of May.—The Grand Trunk Railway Company will rebuild Victoria bridge, provided Governmental assistance can be secured. It is understood that the Dominion Parliament will be asked for \$150,000, and a like amount from the Quebec Legislature, while the cost of the work is estimated at \$1,500,000.

TORONTO, ONT.—Work has been started on the Massey-Harris summer residence at the company's model farm, Little York. The plans show a handsome brick building, surmounted by an observatory.—Mr. Marcon, of the Toronto Veeneer Company, proposes establishing a factory at Toronto Junction.—The rate-payers of Huntley street have petitioned for the construction of a brick pavement.—The Technical School Board are taking steps to secure the erection of a new building. A consultation with the architects shows that the old buildings cannot be altered to suit the requirements of the school, and the committee will urge the City Council to grant an appropriation for erecting a suitable building.—Messrs. Mercier, Bradford & Titus, solicitors, give notice that application will be made to the Ontario government for incorporation of the Toronto Radial Railway Company, to acquire the franchise of the Toronto Belt Line Railway Company, and to convert the road into an electric railway.—Kingsmill, Saunders & Torrance, solicitors, will make application to parliament for an act to extend the time for the completion of the undertaking of the Niagara Grand Island Bridge Company.

OTTAWA, ONT.—It is said to be the intention of Mr. J. R. Booth to construct, in connection with the Ottawa, Arnprior & Parry Sound railway, several elevators on the lake ports, also vessels to run from Duluth, Port Arthur and Chicago to Parry Sound. It is also thought that the building of the Ontario and Rainy River railway will be carried out within the next two years.—Notices of application to Parliament have been given by the following companies: The Trans-Continental Railway Company, for an extension of time for commencing and finishing the road, and for the building of branches; by the Rocky Mountain Railway and Coal Company, for an extension of time, and by the Alberta Railway and Coal Company, for a revival of powers to extend the railway through the Crow's Nest pass. Notice is also given of application to Parliament for the incorporation of a company to build a railway from a point at or near Glenora, on the Stickeen river, B. C., to the south end of Teslin lake; and also for the incorporation of a company to build a railway from Vancouver to Lethbridge, south of the main line of the C. P. R., with branch lines to Kamloops and to the Gulf of Georgia.—Plans for the proposed Canadian headquarters at Bisley have been received from architects in Montreal, Quebec, Halifax and Hamilton. The award will be made in a few days.—Tenders have been received at the Department of Railways and Canals for new pier work at Port Dalhousie.

FIRES.

The tannery and harness shop of Samuel Wilbur at Buctouche, N. B., were

destroyed by fire on the 24th inst. Loss \$1,000, no insurance. The British Columbia Cooperae works at Vancouver, B. C., were recently damaged by fire to the extent of \$1,000, fully covered by insurance.—Three stone front residences on Stanley street, Montreal, were almost totally destroyed by fire on the 23rd inst. The houses were occupied by Messrs. Frank W. May, William H. Browne and Hon. Justice Doherty. The total loss is placed at \$25,000, partially covered by insurance. The High School building at Richmond Hill, Ont., has been burned. The building was insured for \$2,000. Steps will be taken at once to erect a new school.—A house belonging to Joseph Denis at St. Jerome, Que., has been destroyed by fire. The loss is placed at \$3,000, on which there was no insurance.—The dry goods store of Doupt & Company at Simcoe, Ont., was burned on the 27th inst. The building was owned by Mr. McColl—A two storey residence at London, Ont., owned by Philip Herbert, has been burned.—At Laprairie, Que., on the 23rd inst., the water works buildings owned by Mr. Demers were destroyed by fire. Loss \$4,000, insurance \$1,700.—The residence of R. J. Giguin at Mackay's Station, Ont., was recently consumed by fire.

CONTRACTS AWARDED.

FRASERVILLE, QUE.—A contract has been awarded to Mr. Charlebois for the construction of water works and sewerage systems.

COLBORNE, ONT.—Plewes & Spence have secured the contract for lighting the streets of the town, and an electric light plant will be installed at once.

MONTREAL, QUE.—The general contract for the Saint Jerome church has been awarded to Messrs. P. Boileau Bros. C. St. Jean is the architect.

FREDERICTON, N. B.—The Bank of British North America have purchased \$5,000 of school debentures, running twenty-five years, at 4 per cent., the figure being \$5,123.

LEAMINGTON, ONT.—The tender of the London & Canada Loan & Agency Company, of Toronto, has been accepted for the purchase of \$25,000 of debentures. The premium is \$1,700, with accrued interest.

GUELPH, ONT.—Tenders for a new hook and ladder truck were received as follows: Smith Bros., Toronto, \$425; J. Robertson, Guelph, \$439; J. D. Ronald, Brussels, \$575; Waterloo Engine Co., Brantford, \$600 and \$725.

TORONTO, ONT.—The John Ritchie Plumbing & Heating Company have secured the contract for heating the building at 122 Adelaide street, owned by the Canada Permanent Company.—The contract for 24-inch pipe has been awarded to the St. Lawrence Foundry Co., at \$44 per length.—The Board of Control have accepted tenders for annual city supplies as follows: Curbing stone, Thomas Murray, 18 inches deep, 25c., 45c., 35c., 34c. and 45c. per foot; 24 inches deep, 32c., 55c., 45c., 44c., 55c.; paving brick, Ontario Paving Brick Co., \$14.75 and \$9 per thousand; sewer pipe, Hamilton & Toronto Sewer Pipe Co.; sand, Construction & Paving Co. and E. Ashton & Son; special castings, Galloway & Taylor; hydrants, Ontario Engine & Machine Co., \$32 and \$59.25; lead pipe, Jas. Robinson & Co., \$4.10 all sizes; brass and bronze castings, Wilson & Cousins; cast iron pipe, St. Lawrence Foundry Co.; coal and wood, Standard Fuel Co., hardwood, cut and split, \$3.40 per cord, pine, cut, \$2.50, soft coal, \$3.95; egg coal, \$5.15, stove coal \$5; iron and steel, Meredith & Co \$504.25; brass work for house services, Wilson & Cousins; lumber, The Reid Co.; wire nails, Rice Lewis & Son,

\$2.20 per hundred pounds; cedar posts, D. L. Van Vlack, \$4.70 per cord, culls, \$4.40; stop valves, Doig & Co.; iron valves and stop cock boxes, St. Lawrence Foundry Co.; gravel, east of York street, Edwin Ashton & Son, 57 cents and 85 cents per cubic yard; west of Yonge street, Construction & Paving Co., 58 and 95 cents; horse feed, Moses Hunter.—The Bennett & Wright Co. have secured the plumbing, heating and electric wiring contract for the Forrester's Temple on Bay street. Geo. W. Gounlock, architect.

BUSINESS NOTES.

J. R. Riendeau has started business at St. Henri, Que., as painter.

Joseph Brisebas, painter, St. Henri, Que., is reported to have assigned.

The assignment is announced of the Silica Sand and Gravel Co., of Montreal, with liabilities of about \$25,000.

The Weeks-Eldred Co., of Toronto are seeking incorporation, for the purpose of carrying on business as heating and ventilating engineers and general contractors. Among the applicants are Fred A. Daley, Chicago, Byron E. Eldred and Charles Lord Weeks, of Toronto.

FIREPROOF PAINTS.

More than ever before, there seems to be a demand on the part of the public for some paint, or other easily applied coating, which will render woodwork fireproof, or at least not readily inflammable. It is, of course, impossible to make woodwork actually fireproof by any external coating that can be applied with a brush, for once the outer skin is destroyed the inner portion of the woodwork will burn as readily as ever. But the greatest desire on the part of the insurance companies seems to be for something that will make our ordinary buildings slow burning, so that a stray spark will not immediately cause them to blaze, or that if a fire once catches it will spread so slowly that the fire department may be on hand before the flames gain great headway. The portions of the building which need the most protection are most often not painted at all; the underside of the floors and the rough structural timber, such as the joists and studding, for it is here that stray sparks are apt to lodge from defective flues, or the woodwork is apt to char from too close contact with an overheated hot air pipe from the furnace. The general introduction of electric lighting adds another danger, for a crossed wire or a burnt-out fuse plug may cause a fire to start back of the plastering that will cause much serious damage.

The outside of the building does not need the same attention, for it is usually of smooth lumber, which affords little hold for flying sparks, and which requires a longer continued heat to set it on fire than such a spark usually gives. Indeed, if we examine carefully into the matter, we find that in the majority of cases a fire originates inside the building, and in those occasional cases where the origin is outside, the heat to which it is exposed is too intense to be resisted successfully by any mere paint coating.

There have been a goodly number of