

wooden, Gerrard street, north side, Yonge to Mission avenue. Pavements—24 foot asphalt, Brunswick avenue, from Ulster to Bloor street; 24 foot brick, Elm Grove avenue, from King street to Queen street.—W. & J. Hunter will erect two stores on Danforth road, East Toronto.

MONTREAL, QUE.—A company has been organized here, with a capital of \$150,000, to manufacture moto-cycles.—It is stated that the Dominion government will purchase the Baie des Chaleurs railway and extend the line to Gaspé Basin. It is also stated that the Intercolonial railway will be extended.—It is probable that a re-arrangement of the customs and excise offices in this city will be made.—Fournier & Benoit, architects, are preparing plans for one house, three stories, pressed brick front, to be erected on the corner of Mount Royal avenue and Rivard street, for L. P. Dupré. Tenders will be invited shortly.—Gamelin & Huot, architects, are preparing plans for two houses on Quiblier street, Westmount, for the Estate Masson.—J. D. Davis has had plans prepared for alterations to his premises, corner Craig street and Temperance square. The contract will be let next week.—The City Council have passed a resolution to request the Dominion government to rebuild McGee's bridge across the Lachine canal at Seigneurs street, to accommodate the heavy traffic of that locality.—A report has been prepared by the various committees which shows that over two and a quarter million dollars are required for sewers and pavements in this city. Mr. St. George, City Surveyor, gives a detailed statement of the cost of permanent works, among which are the following: Renewing and repairing pavements, \$149,458; renewing and repairing permanent sidewalks, \$28,545; proposed new pavements, \$515,000; new street gullies, \$144,000. Sewers—intercepting Sherbrooke street and relieving St. James street sewer, \$253,190; main sewer, N. and E. district and St. Denis ward, called de Levis main, \$332,100; storm overflow for intercepting and Coteau Barron main sewer, \$24,330; outlet extension sewers at Customs house and McGill street, into the current of the river, \$88,540; Mountain street bridge, (\$107,000), half paid by the G. T. R. Co. and half by the city, \$53,500. For paving repairs the sum of \$149,458 is required, \$112,000 of which is for a block pavement on Craig street. The approximate cost of paving required for 1897 is: Victoria square, asphalt, \$30,000; Notre Dame street, brick and asphalt, \$114,000; St. Denis street, brick and asphalt, \$98,000; St. James street, brick and asphalt, \$82,000; Cherrier street, brick, \$31,000; Fortification lane, stone blocks, \$35,000; Ottawa street, stone blocks, \$75,000; Centre street, brick, \$50,000, making a total of \$515,000. The Water Committee asks for the necessary funds for the following improvements: Repairing low level reservoir, \$87,000; repairing high level reservoir, \$2,000; new pump, boilers, buildings and connections at the high level pumping station, \$44,500; alterations to water wheels, \$4,000; connecting the 30 inch main from No. 1 turbine to the two 24 inch main in the tunnel at the wheel house, \$1,200; connecting the 30 inch main of No. 1 engine to the 30 inch main of No. 1 turbine, \$1,600; connecting No. 2 engine to the 30 inch main of No. 1 engine, \$1,700; altering valves (pipe track) \$6,500; repairing valves, \$3,500; to lay mains in Maria Anne street, \$210; mains on Bonsecours street, \$2,200; mains in Plymouth Grove, \$688; mains in St. Urban street, \$4,000; mains in Seaton street, \$1,600; mains in Sydenham street, \$825; mains in Lasalle street, \$330; mains in Mount Royal avenue, \$1,700; mains in Chambord street, \$1,375; mains in Mount Royal and Chambord, \$275; unforeseen pipe laying,

\$30,000, new service pipes, \$25,000, to relay pipes on Notre Dame street, \$20,000, repairing pavement on Notre Dame street \$3,400; mains on Lacroix street, \$825; complete main on Pince street, \$650; complete main on Ann street, \$850; lay main on St. Patrick street, \$4,400; lower main in Seigneur street, near Dorchester street, \$300; telephone service, \$500; new metres, \$1,500; laying mains in Delisle and Canning streets, \$1,500; laying mains in Maisonneuve and Lagauchetière streets, \$16,400; laying mains in Visitation, Craig to Logan, \$11,600; laying mains in Nazareth, William to Common, \$4,950; laying mains in Hotel de Ville avenue, Craig to Sherbrooke, \$15,600; placing 104 new hydrants, \$20,800.—Building permits have been granted as follows: One house, two stories, Bonaventure depot yard, 91 x 51 feet, brick, for the Grand Trunk Railway Co.—masonry, Amos Cowen; carpenter and joiner's work, by day labor; two houses, four tenements, 24 x 40 feet, stone and brick front, on Manufacture street, for Francois Barret—contractor, Jos. Marcotte.

#### FIRES.

A residence at Amherst, N. S., owned by Mayor Smith, was destroyed by fire on the 15th inst.—Three stables at the exhibition grounds, Toronto, were burned on Tuesday last, at a loss of \$8,000.—The residence and barns of Thomas K. Scovil, at Portland, Ont., were burned last week. The loss is \$6,000, partially covered by insurance.

#### CONTRACTS AWARDED.

ST. JOHN, N. B.—Robert Maxwell has been awarded the contract for a new biscuit factory for R. D. Boss.

WINNIPEG, MAN.—The C. P. R. have just let large contracts for ties to Geo. Strelv and Buchanan & Keith.

ST. LOUIS DU MILE END, QUE.—The Citizens Light & Power Co. have been awarded the contract for lighting the streets for the next thirteen years.

NEW WESTMINSTER, B. C.—The contract for constructing an automatic can factory, 250 x 90 feet in size, has been let to D. Bain. The sides and roof will be of corrugated iron.

ST. CATHARINES, ONT.—Newman Bros., of this city, have secured the contract for erecting a building for the Niagara Falls Metal Works Co.—The McEachren Heating & Ventilating Co., of Galt, have the contract for heating apparatus for the Demill Ladies College.

LONDON, ONT.—Messrs. Moore & Henry, architects, have awarded to the Metallic Roofing Co., Toronto, the contract for fireproof metallic doors for the new Y. M. C. A. building in this city.—Tenders for the purchase of \$180,000 of city debentures were recently invited.

The highest bid received was equivalent to 3/4 per cent. interest per annum, and this will be recommended to Council for acceptance.

#### BUSINESS NOTES.

Maille and M. Beauchamp, masons and roofers, of Montreal, have formed a new partnership.

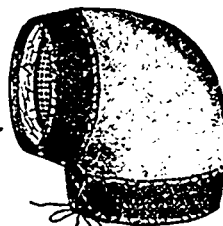
Edwin B. Corey, plumber, of Sherbrooke, Que., is announced to be in financial difficulties, with liabilities of \$2,000.

The assignment is reported of J. C. Goddard, contractor, and John Plewes, plumber, both of Toronto.

#### MASONRY IN COLD WEATHER.

In this age of rush, when people are no longer satisfied with the operation of methods and conditions which have formerly been accepted as satisfactory in almost all industrial departments, many indeed of these methods being founded on natural laws from which any deviation was supposed to be disastrous, but which nevertheless have been compelled to succumb to the progressive spirit of the age, there is no branch of industry which is more affected by these changes than the building business. When I was a boy, it was a very unusual thing to lay either stone or brick in the winter; as everybody seemed satisfied that frost destroyed the adhesive properties of the mortar, and necessarily impaired the walls. Again it was supposed that it was unsafe to rush a building up too fast, and so it was customary when the stone mason or bricklayer had got the building story high, to go some place else to work, and give the carpenter a week or two to get the joists on. I need not use any argument to convince any one, that in this department methods and usages are changed. I do not remember in what year Mr. Gillespie's building on Wood street was put up. But I believe it was the first on which I saw bricklayers work on through severe freezing weather. This idea was not confined alone to house building, but applied to bridge masonry as well. In August, 1857, Mr. Roebeling commenced the construction of the Sixth street, then St. Clair street, suspension bridge, on which I worked as foreman for Mr. Robert Swan, contractor for masonry. Mr. Roebeling belonged to the old school of belief, as to natural law in its application to masonry; and as soon

(Concluded on Page 4.)



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