

residence on Lakeview avenue to cost \$300; Mr. J. A. Ellis is architect of all the above buildings. —Magistrate Ellis is about to erect a house adjoining his present residence on Annette street.

BRIDGEWATER, N. S.—The Municipal Council of the Municipality of Lunenburg will receive tenders until Friday, the 10th day of June for excavating and building the foundation walls of a court house and jail to be erected in this place.

WINNIPEG, MAN.—The Ogilvie Milling Company will make extensive improvements to their mills.—A new mill will shortly be erected by the Granite Curling Club.—Messrs. McKenzie & Hott will immediately commence the erection of a commercial block on the corner of Main street and Portage avenue.

HAMILTON, ONT.—Messrs. Lake & Bailey, millers, propose to erect a four-story brick mill at the corner of Ferguson avenue and Rebecca street.—Building permits have been granted to G. E. Atkins for a 2-story brick dwelling on Catherine street, cost \$1,000, and to J. E. Ellsworth for three 2-story brick dwellings on Cathcart street, cost \$3,000.

STRATFORD, ONT.—The R. C. Separate School Board will build an addition to the Romeo Ward separate school, to contain two class rooms and an assembly hall with a seating capacity of 650, to be constructed of white brick and plastered with Adamant, cost, \$3,000. Mr. H. J. Powell, architect.—Mr. J. H. Nasmith is about to fit up a drug store with modern interior fittings, to cost \$1,000.

KINGSTON, ONT.—Plans have been prepared for an operating room for the general hospital to cost \$2,500.—The Collegiate Institute and Public School Boards have purchased sites from the Dominion Government for their new buildings. The plans for the Collegiate Institute building have been completed by Messrs. Power & Son architects, and tenders will shortly be asked for.—Mr. P. Phalen will erect two brick houses on the corner of Picard and Rideau streets.—The Board of Health is discussing the advisability of causing all the stone sewers to be replaced by new ones. There are about six miles of condemned stone sewers in the city—A large new hotel will be built at Thousand Island Park.—Messrs. Power & Son, are preparing plans for a terrace on Alfred street, a brick residence on Bagott street and a warehouse on Princess street.

VICTORIA, B. C.—The residents of Fowl Bay have petitioned the City Council for a water service, the estimated cost of which is placed at \$10,500. The Council are considering the matter.—The residents of Oaklands and Cedar Hills held a meeting recently to consider the question of constructing a tramway to this city. The cost is estimated at \$35,000. The sum of \$11,000 has already been subscribed, and it is thought the project will be carried through.—A meeting was held recently to discuss the details of the proposed new Board of Trade building. It was decided to adopt the amended plans prepared by Mr. Muir, the cost of executing will be in the neighborhood of \$56,000, including furniture and interior fixtures complete.—Two sewerage by-laws aggregating \$600,000, an electric light plant by-law, \$30,000, and a railway bonus by-law, \$300,000 are to be submitted to the ratepayers.—A handsome residence will be erected on Pemberton Road for Mr. W. J. Macaulay.

VANCOUVER, B. C.—The promoters of the Nelson and Fort Shepherd Railway have made arrangement with eastern capitalists whereby the construction of the road will be commenced early in 1893.—Messrs. Oppenheimier & Burdis, of this city, are at present in Ottawa for the purpose of interviewing the Dominion Government regarding the construction of a canal from Burrard Inlet to Pitt river.—Discoveries have been made of a raw material capable of being manufactured into a first-class cement. The Canadian Pacific Railway have consequently decided to construct cement works of a capacity of 50 barrels a day, the machinery for which will have to be of special manufacture. It is also stated that as soon as the cement works are completed, work will be commenced on the new docks on Burrard Inlet, for which surveys have been made. The present wooden structures will be replaced with cement ones, and additional frontage built.—The City Council have decided to ask the Provincial

Government to unite with the city in erecting joint court house and city buildings.

MONTREAL, QUE.—The Acting-Superintendent of Waterworks will receive tenders until Tuesday, the 31st inst., for the supply of 2310 tons of cast iron water pipes, also for lead pipe, pig lead, tin and copper.—The Road Committee have furnished the City Council with the following list of streets on which permanent sidewalks are proposed to be laid: Mountain street, cost \$2,750; Wellington street, cost \$397; Windsor, asphalt, both sides, north of St. James street, cost, \$2,250; St. James street, west, asphalt, both sides, cost, \$5,875; and Ontario street, to fill up gaps, cost, \$9,260. The latter will be laid in cement, if desired by the proprietors.—The City Surveyor has presented a report recommending a new sewer in Notre Dame street, the required depth of which will be 13 feet. The matter was referred to the Finance Committee.—The Provincial Government will erect a new morgue in this city.—Building permits have been granted as follows: W. Acton, one 3-story brick dwelling on Wellington st. contractors W. McArthur & Co., cost \$2,200. Leandre Chaput alterations to dwelling on St. Antoine st., masonry / Danseurau, carpentry / A. Leroux Fabien Giroux, alterations to building on Craig st., V. Lacombe, architect, cost \$400.

TORONTO, ONT.—A new Presbyterian church is to be erected in East Toronto.—Mr. C. Spinner contemplates making alterations at 350 Yonge st.—The managers of the Industrial Exhibition recently visited New York for the purpose of obtaining the best plans for a new grand stand and race track which it is proposed to construct on the land of the Garrison Common which is to be added to the Exhibition grounds.—The Board of Works have ordered the construction of sewers on Barton avenue, Dupont, Monk and Clinton streets.—C. F. Fraser, Commissioner of Public Works for Ontario, will receive tenders until Tuesday, the 8th day of June, for the following works: Annexes at London Asylum, annexes, etc., at Hamilton Asylum, water supply pipes at Kingston Asylum; bakery at Belleville Institute; hot water heating and hot air furnaces at Agricultural College, and addition to boiler house, steam boiler and heating apparatus at Ottawa Normal School.—It is understood that negotiations are still in progress between New York capitalists and the authorities of Upper Canada College for the purchase of the property at the corner of King and Simcoe street on which to erect a first-class hotel.—The acting city engineer will recommend that asphalt pavements be laid on Yonge street from King to Bloor street and on King street from Sherbourne to Simcoe.—The cost of the Yonge street pavement is estimated at \$250,000. New sewers have been recommended on the following streets: On Pine Hill road, cost \$487; Dupont street, \$589; Monk street, \$490; Clinton street, \$224; Burton avenue, \$528. The estimated cost of grading and paving Danforth Avenue from Broadview avenue to Greenwood's line, as reported by the engineer, is \$21,000.—The following building permits have been granted: T. Cooper, alterations and erection of a 2-story bk. store and dwelling, W. cor. Lennox & Lippincott st., cost \$1,800; T. G. Goodwin, Deer Park, det., 2-story & attic bk. stone dwelling 27 Walker avenue, cost \$3,800; P. Roberts, add. to 102 Markham st., cost \$1,800; J. T. Parker, add. to 388 Spadina ave., cost \$1,000.

FIRES.

The Gieson block, one of the largest buildings in the town of Whitewood, Man. was totally destroyed by fire recently.—Shelter's hotel at St. Armaid Station, Que., was destroyed by fire last week; no insurance.—The pattern shop of Lanne Bros' factory on St. Catherine street, Montreal was damaged by fire recently to the extent of \$6,000.—The large steam saw and planing mill of J. & A. Carson, at Picton, N. S., was totally destroyed by fire on the 22nd inst., no insurance.—The Gilbert House at Trenton Ont., was destroyed by fire on Wednesday last. The building was owned by Mrs. W. Gilbert, of Toronto, and occupied by T. P. Bleecker, loss, \$5,000; insurance on building, \$1,200. Mr. D. MacAuley's residence adjoining was also destroyed; insurance, \$550.—Mr. Jas. Skene's woollen mill at Penn-

field, N. B., was destroyed by fire recently; insurance \$4,000.

CONTRACTS AWARDED.

VANCOUVER, B. C.—Mr. George Rounsfeld has the contract for the excavating and foundation for the new Edison building.

GLENCOE, ONT.—The contract for the grading and fencing of the Glencoe-Kingscourt branch of the G. T. R. has been let to Messrs. Ross & McDiarmid of Toronto.

VICTORIA, B. C.—The contract for the drill hall has been awarded to Messrs. Humber & Son, —Messrs. Elford & Smith have received the contract for the new Adelphi building.

STRATFORD, ONT.—Mr. Thos. Orr has been awarded the contract for the erection of Mr. W. J. Marshall's residence, at the price of \$2,500, also for a residence for F. D. Hamilton, at \$3,000.

FORT ERIE, ONT.—Mr. W. Dell has been awarded the contract for the re-building of the Episcopal church, at the price of \$8,000. He has also received the contract for building a new hotel at the grove.

KINGSTON, ONT.—Contracts for improvements to the Stanley House have been awarded as follows: Carpentry, R. Gaw; masonry, R. Gallinger; plumbing and tinsmith work, Nugent & Taylor; painting, Robinson Bros.

PORTSMOUTH, ONT.—Tenders have been awarded as follows for additions to St. John's church: Carpenter, A. Cameron; masonry and plastering, Jos. Douglas, painting, Robinson Bros.; stained glass, A. Horwood.

HAMILTON, ONT.—The following are the successful contractors for the erection of the new Sunday school building for Zion Tabernacle: Mason work, Richard Tape; carpenter, Thomas Lawrence, plastering, Dow Bros, tinsmithing, Chas. Dray; plumbing, Wm. Farmer, heating, Laidlaw & Co.; painting, F. W. Kirk.—Messrs. Leitch & Turnbull, of this city, have been awarded the following contracts: Hydraulic and electric passenger elevator for Major Carlaw's building, Bay street, Toronto; electric elevator for A. Jardine & Co., Toronto; hydraulic passenger elevator for Hotel Dieu hospital, Kingston; electric passenger and freight elevator for Beart Estate Toronto, hydraulic passenger elevator for F. Cook shutt & Co., Brantford.

MONTREAL, QUE.—Contracts for sewers have been awarded as follows: Dorchester street from St. Andre to Berr, M. Gosselin, \$6.25, and \$4 extra for rock; Jacques Cartier square, Notre-Dame to St. Paul, C. Bellevance, \$5.84 and \$4 Overdale avenue, Aqueduct eastward, J & P Murray \$5.72 and \$4. Sherbrooke street from Amherst to Jacques Cartier, C. Bellevance, \$6.48 and \$4; Seigneurs street, St. Antoine northwards, Sheridan & Heffron, \$8 and \$4, Mary Ann st., from Maisonneuve to Papineau, J & P. Murray, \$3, and 98 cents, for different cross sections.—W. H. Holson, architect, has awarded contracts as follows for two dwellings on Roy Lane for Mrs. P. J. Durack: Excavator, drainage and masonry, Alphonse Charette; bricklayer, The-reault and Peltier; carpenter and joiner, William Laripey; painter and glazier, L. D. Mathieu; plasterer, Geo. Greiner, roofer tinsmith plumbing and heating, John Markum.

PERSONAL.

We understand that Mr. J. Haynes, C. E. and registered architect, is one of the applicants for the position of sanitary engineer of Montreal. Mr. Haynes has our best wishes for his success.

H. Robt. Falbord, architect, has removed his office from No. 536 Amherst street to No. 7 Place d'Armes Square, (Jacques Cartier Bank's Building), Montreal.

In the cemetery of Jefferson City, Mo., is a horizontal slab of white limestone, supported near the ends, that has sagged nearly 1 1/2 inch in twenty five years. The slab is 6 feet long, 3 feet wide, and 2 inches thick, and Arthur Winslow calculates that under the same stress for the same time a long 2-inch slab of the limestone, or marble, would be bent into a circle less than 80 feet in diameter.

MUNICIPAL DEPARTMENT.

DEFECTS IN MUNICIPAL GOVERNMENT.

In his remarks before the Committee of Fifty, on Wednesday evening, on the defects of municipal government, Mr. Seth Low addressed himself almost wholly to the economic side of the question. In his judgment the four cardinal defects in our municipal systems, speaking generally, may be thus set forth categorically: (1) Direct loss by stealing; (2) indirect losses through short-sightedness in dealing with public franchises; (3) inefficiency and extravagance in current administrations; and (4) moral loss from low ideals. Concerning the accuracy of this diagnosis there will scarcely be two opinions. It might be possible to push this branch of the enquiry still further, but for all practical purposes Mr. Low's classification is sufficiently definite; and its correctness will be freely recognized in this city, which has suffered heavily from each and all of the defects specified.

It cannot be said that Mr. Low is any less philosophical in prescribing a course of treatment. In brief, he recommends that party lines be dropped in choosing men for municipal offices. After the right man has been selected keep him in office. These suggestions will command general assent in all our communities; but between a passive sentimental acquiescence and the practical application of Mr. Low's theories there stretches a wide chasm. When that shall have been bridged a safe, sure pathway will have been opened to remedies for the existing ills that afflict our municipal systems. Mr. Low has done good work on the foundations. It will take long and faithful work by many hands in order to complete the structure.—*Record Philadelphia.*

CLEANING OF STREETS.

On this subject Louis H. Gibson writes to *Paving and Municipal Engineering* as follows: "A good street neglected soon becomes a bad street, and a bad street properly cared for soon becomes a good one. It is not so much a question of what kind of a street as it is the care of them. A city which has an organization for caring for streets will, in the nature of things, soon find itself possessed of all facts necessary to decide which is the best kind of street for particular purposes. One of the first things connected with this development is the cleaning of streets. We may not know how good a street is if we do not clean it. We certainly may not know how bad it is, inherently, if it is entirely neglected. It is not always possible to tell what kind of a street one is travelling over by looking at it. In many cities there are brick streets, asphalt, wood, macadam, and others which are not to be distinguished by external appearances. We are told that a certain street is of brick. Looking at it is not ocular proof. This is not right. It does not do justice to the man who built the street, nor again to the citizens who pay for it. There are in every city in America streets of this kind. There are also those which have passed into a state of apparent decay, which, if cleaned, relieved of superfluous mud and cared for persistently, for a short time would soon become good. Any one who cares to investigate this subject in his own city, or town, will notice streets muddy or dirty, those with ruts in them, and particularly so in the case of gravel or macadam, if neglected. The removal of the dust or mud from these streets shows exactly where the fault lies. The application of broken stone or gravel, hammered down into the low spots will soon bring this street to a condition which will yield good service and great comfort, and all without great expense. These results are only derived economically by street cleaning. Street cleaning should come before street building. Certainly street cleaning