

CANADIAN CONTRACT RECORD

A WEEKLY JOURNAL

PUBLIC WORKS • TENDERS •
ADVANCE INFORMATION •
AND MUNICIPAL PROGRESS

EVERY THURSDAY

This paper reaches every week the Town and City Clerks, Town and City Engineers, County Clerks and County Engineers, Purchasers of Municipal Debentures and leading Contractors in all lines throughout Canada.

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Information solicited from any part of the Dominion regarding contracts open to tender.

Advertising Rates on application.

Subscribers who may change their address should give prompt notice of same. In doing so, give both old and new address. Notify the publisher of any irregularity in delivery of paper.

Notice to Contractors

CANADIAN CONTRACTOR'S HAND-BOOK

A new and thoroughly revised edition of the *Canadian Contractor's Hand-Book*, consisting of 250 pages of the most carefully selected material, is now ready, and will be sent post-paid to address in Canada on receipt of price. This book should be in the hands of every architect, tender and contractor who desires to have readily accessible and properly authenticated information on a wide variety of subjects adapted to his special requirements.

Price, \$1.50; to subscribers of the CANADIAN ARCHITECT AND BUILDER, \$1.00. Address

C. H. MORTIMER, Publisher,
Confederation Life Building, TORONTO.

TENDERS WANTED

and Trunk Railway—Union Station

TENDERS FOR UMBRELLA AND VERANDA ROOFING

Sealed Tenders, addressed to Edmund Wragge, Union Station, Toronto, will be received up to 5 p.m. Thursday, the 21st day of February, for the under-mentioned work:—

STEEL FRAMING
GALVANIZED IRON WORK
PAINTING, GLAZING

Plans, specification and form of contract can be seen forms of tender obtained at the office of Messrs. McKim and Symons, Aberdeen Chambers, Victoria Street, Toronto, on and after 7th inst. The company does not bind itself to accept the lowest tender.

L. J. SERGEANT,
General Manager.

Toronto, February 5, 1895.

Send for a copy of the CANADIAN CONTRACTOR'S HAND-BOOK. Price, \$1.50; to subscribers, \$1.00.

TENDERS FOR O'BRIEN'S BRIDGE

Sealed Tenders, enclosing plans and specifications, addressed to me and marked "Tender" will be received up to two o'clock p. m. of

TUESDAY, THE 26TH DAY OF FEB., 1895,

for substructure and superstructure, separately, for a County Bridge in Hastings, about 8 miles north of Belleville.

The superstructure, steel high truss, in three spans, middle span 148 feet and each end span 100 feet long, with 16 foot roadway in the clear.

Each span must safely carry 100 lbs. to the square foot of roadway.

The substructure must be completed by the tenth day of September, and the superstructure by the first day of October next.

Further particulars may be had on application to

WM. R. AYLESWORTH,
County Clerk.

Belleville, Ont., February, 1895.

A FIRST-CLASS MEDIUM FOR TENDERS.

Mr. John Fair, engineer for the County of Brant, Ont., writes: "I wish to say in behalf of the CONTRACT RECORD that I have found by a practical test, it to be a first-class medium in which to advertise for tenders for construction work, and know of no publication which gives as good results for the same charge."

VITRIFIED BRICKS.

What is a vitrified brick? Webster says, "To vitrify is to convert into glass by fusion, or the action of heat, as to vitrify sand and alkaline salts. Vitrifiable—Capable of being vitrified, or converted into glass by heat and fusion, as flint and alkalies are vitrifiable." "Fixed alkalies, soda, and potash, volatile alkali, ammonia."

Hence, a clay to be vitrified must contain sufficient vitrifiable properties to bring about a thorough fusion of its different component parts, converting the whole into one homogeneous mass. A vitrified brick being converted into glass, should, like glass, be impervious to water or acids, and a brick that will absorb water in the slightest degree is not vitrified.

The objection will naturally be raised that a glassy brick is too brittle, and will not stand concussion incident to heavy traffic; but if the bricks are well annealed after being vitrified, instead of being brittle they will be very tough and will stand concussion far better than bricks that are not vitrified.

We hear every day the term vitrified applied to hard-burned bricks. This is a misapplication, as there is a vast difference between a hard-burned and a vitrified brick. There are quantities of clays that cannot be vitrified, for the simple reason that they have not the chemical properties necessary to produce vitrification.

For prices of building materials see page 8.

PUBLISHER'S NOTICE.

OWING to increasing demands on the reading and advertisement pages of the CONTRACT RECORD, it has been found necessary to increase the number of pages from four to eight. At the same time the width of page has been reduced to correspond to that of the monthly edition.

It is proposed to employ the additional space now at our disposal in publishing more complete particulars of new building enterprises throughout the Dominion, contracts awarded, and information bearing on improved engineering and contracting methods.

We are encouraged by the appreciation expressed by municipal officials of the information published in the "Municipal Department" of the CONTRACT RECORD, to devote more space and attention to this feature of the paper. Contributions from municipal officials, on such subjects as public drainage, water supply, fire protection, lighting, street improvement, &c., are cordially invited.

Information is also especially invited concerning proposed building enterprises, of all kinds, whether public or private, in any part of the Dominion, including advertisements for tenders for the carrying out of such works. We have in our possession numerous testimonials similar to the one printed on this page, as to the value of the CONTRACT RECORD as a medium of communication with the leading Canadian contractors in all lines. An advertisement in the CONTRACT RECORD will bring as good results at much less cost as advertisements inserted in half a dozen ordinary newspapers.

A BRIDGE 836 FEET HIGH.

The highest bridge of any kind in the world is the Loe River viaduct, on the Antofagasta Railway in Bolivia, South America. The place where this highest railway structure has been erected is over the Melo rapids, in the Upper Andes, and is between the two sides of a canon, which is situated 10,000 feet above the level of the Pacific. Counting from the surface of the stream to the level of the rails, this celebrated bridge is exactly 836 feet in height. The length of the principal span is 80 feet, and the distance between abutments (total length of bridge) is 802 feet. The largest column is 314 feet 2 inches long, and the batter of the pier what is known to bridge builders as "one in three." The gauge of the road is 2 feet 6 inches, and trains cross the bridge at a speed of thirty miles an hour.