

CONTRACTS OPEN.

KINGSVILLE, ONT.—A new Public School and Anglican Church will be erected here.

PORT HOPKIN, ONT.—The need of an electric fire alarm system is receiving consideration.

HALIFAX, N. S.—The City Engineer is preparing plans for the improvement of the water works system.

VANCOUVER, B. C.—It is the intention to erect a Women's Hospital at the corner of Sixth ave. and Pine sts.

NORTH BAY, ONT.—It is said to be the intention of Messrs. Murray & Co. to erect a large summer hotel at Trout Lake.

WINNIPEG, MAN.—The Council is being petitioned to erect a new bridge over the Assiniboine to accommodate the electric street railway.

W. TORONTO JUNCTION.—It is said to be the intention of the Council to call for new tenders for electric light plant required to light the town.

NANAIMO, B. C.—J. Mahrer has purchased the lot at the corner of Farquhar and Haliburton streets, and it is his intention to erect a large hotel thereon.

ST. THOMAS, ONT.—Funds are being raised for the construction of an iron bridge across the Thames near the Indian Institute.—It is proposed to erect during the coming summer a Railway Y. M. C. A. building.

TRURO, N. S.—It is said to be the intention of the local government to erect an Agricultural College at Bible Hill the coming summer, capable of accommodating 25 to 30 students, and containing a large lecture hall and laboratory.

LONDON, ONT.—The ratepayers of Delaware and Caradoc townships have decided to erect a bridge over the river between the townships.—A deputation waited on the Minister of Education at Toronto a few days ago and presented reasons in behalf of the erection here of a Normal School.—Mr. Fred. Henry, architect, is receiving tenders for a large double dwelling.

QUEBEC, QUE.—The Board of Trade has petitioned Parliament to authorize the Government to build the railway from Edmundston to Moncton and the railway bridge over the St. Lawrence at this city, and to own and operate both as part of the Intercolonial Railway.—It has been pointed out that the drainage system of the city is defective, and the Council is asked to improve the same.

WINDSOR, ONT.—Application has been made to the legislature to incorporate a company with power to construct one or more tunnels suitable for railway and other purposes, from some point in or near the towns of Windsor and Sandwich and townships of Sandwich East and Sandwich West, in the county of Essex, in and under the river Detroit, westerly, to the boundary line of the Dominion. The petition is presented by Mr. Sol. White, the representative of the constituency.

KINGSTON, ONT.—The Wolfe Island Bridge Company has been formed in New York State with a capital stock of \$500,000, to construct a railroad bridge across the St. Lawrence from Cape Vincent to some point near this city.—A deputation interviewed the Dominion Government a few days ago asking for the improvement of the approaches to the Kingston harbor.—Improvements will be made to the city buildings.—It will probably be found necessary to purchase a new pumping engine for the city water works shortly.

BROCKVILLE, ONT.—One of the conditions of an arrangement concluded between the New York Central and C. P. railways is said to be the construction of a bridge across the St. Lawrence at this point.—Messrs. D. Ross and J. C. Rutherford, the commissioners appointed by the County Council of Leeds and Grenville to arrange for the construction of a bridge over the Rideau river at Burritt's Rapids, have adopted a plan prepared by Mr. B. J. Saunders, County Engineer. The bridge will be 210 feet in length, with 18 ft. roadway, and is estimated to cost about \$8,000.

HAMILTON, ONT.—A special committee has been appointed by the congregation of the Centenary Methodist Church to report on the advisability of enlarging and otherwise improving the building.—The management of the Hillcrest Convalescent Home will appeal for funds to erect a wing for male patients, and effect other improvements, the total estimated cost of which is \$3,000.—The following building permits have been granted: Thos. Oliver, bk. dwelling, Macnab street, between Hannah and Herkimer streets, cost \$4,500; Erskine Smith, 2-storey bk. dwelling, Erie avenue, between Main and Stinson streets, cost \$1,100.—The Charlotte St. Methodist Church is to be enlarged.

MONTREAL, QUE.—Sketch plans have been prepared for the proposed new St. Gabriel school. The building will be three stories, constructed of brick, with cut stone trimmings.—Tenders will be immediately invited for the erection of the new High School building.—The design has been received from the sculptor, for the statue of Mais, sonneuve to be erected on Place d'Armes.—The following building permits have been granted: Anna Brindamour, five 2-storey wood and bk. dwellings, Gain St., nr. Ontario St., M. Galarneau, mason; Jos. Contoure, carpenter; probable cost \$5,000; Clovis Monbleau, 2-storey wood and bk. dwelling, 272 Iberville St., cost \$800.—The St. Jean Baptiste Society have purchased a site on St. Lawrence St. for the proposed national monument.—The Freemasons of the city have purchased what is known as the Hunter property on Dorchester St., and will spend about \$20,000 in altering, enlarging and fitting it up as a Masonic temple.—Messrs. Armstrong & Cook, through their manager, Mr. Hickey, ask tenders for the erection of a block of 3-story solid brick stores at Montreal Junction. Plans and specifications to be seen at the firm's office at the Junction.

TORONTO, ONT.—It has been decided to rebuild Cooke's Presbyterian Church at an estimated cost of \$40,000. The new building will be built of red brick, faced with stone, and will be capable of accommodating 2,000 persons. It will have a sub-basement with lecture and Sunday school room.—The following building permits have been granted: G. E. Edgell, three attached 2-storey bk. dwellings, n. side Macpherson avenue, cost \$8,000; Mrs. C. Paul, 2-storey bk. addition, rear 634 Queen west, cost \$1,500; James Murray, pr. attached 2-storey dwellings, n. side Niagara St., opposite Mitchell ave., cost \$1,500; Dr. Doolittle, 1-storey bk. addition, cor. Sherbourne and Shuter, cost \$1,000; John Walpole, det. 2-storey brick dwelling, e. side East ave., cost \$1,000; William Muir, bk. addition, cor. Yonge and Grenville Sts., cost \$1,000; M. A. Wiggins, pair s. d. and one det. 2-storey bk. dwellings, s. side Marlborough ave., near Yonge St., cost \$6,500; R. Milligan, three s. d. bk. dwellings, w. side Ossington ave., near Dawson St., cost \$5,000; Douglas Bros., 4-storey bk. factory, 124 Adelaide street west, cost \$8,000; Geo. Worrell, six att. 2-storey bk. fronted dwellings, s. side Sydenham St., near Sumach St., cost \$4,500; A. Leighton, two pairs s. d. 2-storey and attic bk. dwellings, w. side Bathurst St., nr. Ulster St., cost \$14,000; Wm. Reeves, 2-storey r. c. dwelling, 152 Manning Ave., alterations, cost \$1,000; Hawkes & Walker, pr. s. d. 2-storey and attic bk. dwellings, corner Ossington Ave. and Ossington Place, cost \$7,000; Jos. Murphy, 2-storey bk. store, Dundas St., nr. Royal St., cost 1,200; Jas. Crowther, two 3-storey bk. stores, 453 and 455, and three ditto, at 465, 467, and 469 Yonge St., cost \$13,500.—W. Park has commenced the erection of two pr. of s. d. 2-storey bk. dwellings at 185 St. Patrick St., cost \$12,000.—A new bridge is projected to connect Rosedale with the 2nd concession of York township.

CONTRACTS AWARDED.

MAGOG, QUE.—Mr. J. Osborne has been given the contract for the erection of the new town hall.

TORONTO, ONT.—The contract for excavating for the foundation of the Toronto drill hall has

been awarded to Messrs. William Davis & Sons, of Ottawa.

VICTORIA, B. C.—The contract for the construction of a large three-storey hotel on Dallas road, James Bay, for W. Jensen, has been let to Wm. Lorimer.

HARRISTON, ONT.—Mr. George Gray has received the contract for building all the station buildings on the Waterloo Junction Railway between Waterloo and Elmira.

MONTREAL, QUE.—Mr. Peter Nicholson has received the contract for the building of the extension to the Normal School at the price of \$41,500.—Messrs. Bastien & Valiquette have been given the contract for repairs to Bonsecours market, price \$1,579.

EXUDATIONS FROM BRICK.

At the late session in Memphis of the National Association of Brickmakers, one of the principal topics discussed was that of the exudation of saline substance on the outer surface of brick walls, greatly marring the appearance of buildings where such walls appear. Prof. J. F. Elsom, chemist of New Albany, Ind., a contributor to the columns of the *Industrial World*, read an article on this subject before the Association at Memphis. He said a competent chemist, could by analysis of different samples of clays, detect the presence of the objectionable elements before the material should get into the walls. In his opinion, the best application in the nature of cures was to wash the wall well, first, with a strong soap solution, and then with a solution of alum. Otherwise the wall might be washed with water and glass silicate of potash. Another good plan is to soak the brick, so as to cause the surface to imbibe a quantity of oil or fatty matter, which prevents the admission of the elements that favor crystallization. In England, with exceptionally fine brick work, the bricks are well soaked and then plunged into a hot solution of resin, turpentine, oil and wax, or pitch, till they are impregnated sufficiently to exclude air and moisture. Another process consists of treating the surface first with silicate of potash and soda in solution, following with chloride of barium, by which means an insoluble silicate is deposited within the pores of the brick. Copperas solution is also used with good results, and sulphate of zinc, followed by treatment with sulphur ore, will be found serviceable.

A novel use of a light engine, an expansion of the general method which has been in use for some time on the high Chicago buildings, is to mount a donkey engine working a crane on a tram car, which is itself propelled by the engine along a track laid along the floor pieces of the building. The car is operated by one man, and is used in hoisting and placing in position the structural iron of the successive stories. When the uprights and crosspieces for another storey are all in position, an inclined tramway is laid from the floor on which the engine has been working to the one above, which has just been built by means of the machine. A pulley is attached to the upper end of the tramway and a wire rope is fixed to the car, carried over the pulley, and brought back to the drum on the car. The engine is set in motion and drags itself up the incline to the next floor, where the same process is repeated.