

St. Denis. Mr. Dunlop, architect, is preparing ten sets of plans for cottages for the Victoria Investment Co. Plans for three stores on Bleury street, for Mr. A. Douglas, are also being prepared by Mr. Dunlop. The by-law granting a bonus of \$15,000 to the Grand Trunk Railway for the extension of its tracks to the village of Cote St. Paul has been carried by the ratepayers. Theo. Daoust, architect, is preparing plans for the following buildings: two large stores on Notre Dame street west, to be executed in lime stone, two large tenements on corner of St. Denis street and Pine ave. for Mr. A. Valquette; two houses on German street for Mr. J. B. Lagass; a Presbytery at Point Claire; a flat house on St. Urban street for the estate of J. Compte, to be solid brick, with terra cotta trimmings, two large flat houses on Atwater ave. for Mr. J. B. Brouillet.

PORT STANLEY, ONT.—Engineers have been taking measurements for the slip dock to be constructed by the London & Port Stanley Railway, and as soon as plans are completed tenders will be asked for.

TORONTO, ONT.—The Gendron Manufacturing Company will add another story to their premises on Duke street.—Mr. F. H. Herbert, architect, Yonge street arcade, is calling for tenders for alterations to the store front of Messrs. Guinane Bros., at 214 Yonge street. He is also preparing plans for a block of nine dwellings to be erected on D'Arcy street for Mr. Robert Brown, tenders for which will be called for shortly.—A deputation of Algoma property owners recently waited on Mr. A. S. Hardy, Commissioner of Crown Lands, and asked that \$5000 be expended in constructing a road between two lines of railroad a few miles south of Sudbury.—The architect of the new court house and city hall has been instructed to report as to the cost of making the roof and corridors of the new building fire-proof.—Plans and estimates have been prepared for the proposed gymnasium and eastern wing to be erected in connection with Trinity University.—The Toronto Rubber Co. are considering the removal of their factory from Dalhousie to this city, and have written to the Mayor asking what inducements the city would offer them. They would require about four acres of land for a site.—The McCormack Harvesting and Machine Company are looking for a location in Canada. The Company will expend about half a million dollars in buildings and plant.—At a meeting of the Public School Board held on Thursday last, Mr. Hambly gave notice of a motion requesting the Property Committee to consider the advisability of purchasing a suitable site in the northeastern part of the city to replace the present school building on Winchester street, also of purchasing a site in Rosedale on which to erect a new school.—Building permits have been granted as follows: E. Morrison, 9 Chicora ave., pr. s. d. 2 story bk. dwellings, 75 Shaw street, cost \$3,000; I. Thorne, 107 Nassau st., add. to store, s. e. cor. Nassau st. and Leonaid ave., cost \$900.

OTTAWA, ONT. The Secretary of the Department of Public Works will receive tenders until the 21st inst. for the extension of the piers and dredging at Port Albert. Plans may be seen on application to Mr. A. C. Hawkins, Port Albert, at the Department, this city.—A conference was held recently between the authorities of the C. P. R. and a special committee of the City Council with regard to the proposed new entrance of the C. P. R. into this city, at which Mr. Van Housen stated that if satisfactory arrangements can be made with the Government and the city, and the latter would give \$100,000 of a bonus to help build the proposed bridge over the Ottawa river, the company would turn off from their present line west of the Gatineau bridge, crossing and tunneling under Parliament Hill, run the Ottawa river to east of Nepean Point, thence to their present tracks on Oregon street, there to build a fine station at the foot of the locks. The cost of the pro-

posed bridge would be several hundred thousand dollars. The Ottawa end of the bridge would be in a hollow at the east side of Nepean Point, the station would be an elevated one, and would be accessible from both sides of the canal, as a bridge would have to be built over the river to allow the line to run along the foot of Parliament Hill. He estimated the total cost of making the change at one million dollars.—The following are the Government appropriations for 1893 for rivers and harbors in Ontario. Kingston harbor, \$8,000; Port Hope, repairs to pier, \$2,500; river Ottawa, improvements of steamboat channel, through narrows at Petewawa above Pembroke, \$1,000; Southampton, repairs to breakwaters, \$1,000; Meaford harbor works, \$1,900; Thornbury, \$3,900; Hamilton harbor, dredging, \$1,000; Trenton harbor, dredging, locality providing \$2,000, \$3,000; Toronto harbor works at eastern entrance, etc., \$75,000; Port Arthur, dredging, etc., \$13,000; Goderich harbor, extension of piers, \$15,000; Port Rowan wharf, \$4,000; Midland harbor, dredging, \$2,500; Port Arthur, dredging, \$5,000; general repairs and improvements to harbor and river works, also to bridges, \$5,000. The Ontario public building appropriations are as follows: Orillia public building, to complete, \$1,600; Port Arthur, post office, custom house, etc., to complete, \$4,600; Toronto drill hall, to complete, \$90,000; Smith's Falls post office, custom house, etc., \$18,500; Picton post office, custom house, etc., to complete, \$11,000; Kingston Royal Military College, model shed, \$1,500; Dominion public buildings, renewals and heavy repairs, \$25,000.—Tenders are invited by Mr. L. Crandel, chairman Building Committee, until noon on Saturday, 25th inst., for the erection of a Sunday school hall in connection with St. Andrews' Presbyterian church.

FIRES.

Two large general stores and the post office at Oil City, Ont., were destroyed by fire on Friday of last week entailing a loss of \$5,000. The buildings were owned by Messrs. Troit and Keating.—The dwelling house of Mrs. Stubbs at Stirton, Ont., together with the household furniture was totally destroyed by fire on Tuesday last. Loss, 15,000; no insurance.—The Montgomery House and a small block of stores on main street, Winnipeg, known as the Palmer block, was destroyed by fire on Friday of last week. The loss on the Montgomery House is placed at \$6,000.—Zion Methodist church, near London, Ont. has been destroyed by fire. Loss, \$3,000.—The Waverly Hotel at Newcastle, N. B. was burned to the ground on the 28th ultimo.—Fire at Campbellford, Ont., on Saturday of last week completely destroyed the woollen mill and contents. The loss including the machinery is estimated at \$20,000, most of which is covered by insurance.—T. A. Newman & Bros. brick block at Portage la Prairie, Man., has been destroyed by fire. The loss will be \$25,000, partly covered by insurance.—Beaubier's hotel at Brandon, Man., was destroyed by fire on the evening of the 30th inst. Loss \$15,000.—The Collegiate Institute at Ottawa, Ont., was destroyed by fire on Monday last. The loss will exceed \$25,000, which is covered by insurance.—On the 30th inst., fire destroyed a large tenement house at Quebec, owned by Mr. John Power.—On the morning of Thursday last, fire broke out in Bertrand's confectionery at Arrprior, Ont., and destroyed Galvin's block from Menzie's drug store down to the arcade building on John street. The loss of the stock is \$18,000.—The large planing mill at St. Thomas, Ont., situated on Moore street, and owned by Henry Lindop, has been totally consumed by fire together with a number of dwellings adjoining.—A very disastrous fire occurred in Montreal on the night of the 2nd inst. It started in the furniture establishment of Rolland & Bros., a fine six-story brick structure, with iron front, which was completely destroyed together with a five story brick building occupied by Hood, Main & Co., as a crockery store,

and a five story brick block containing two stores, owned by W. W. Ogilvie. The total loss is estimated at \$250,000.

CONTRACTS AWARDED.

LUKEC, N. S.—Mr. John McBride has been awarded the contract for building a steamboat wharf at this place. The contract price is in the neighborhood of \$8,000.

WOODSTOCK, ONT. The Globe Furniture Company have been awarded the contract for supplying the chairs for the new opera house in this town.

HAMILTON, ONT.—Messrs. Malcolm & Souter have been given the contract by the Hamilton Bridge Company for the interior fittings and furnishings by Mr. Gooderham's large steam yacht.

QUEBEC, QUE.—David Ouellet, architect, has awarded the following contracts. The inside decoration in wood of a church in the parish of Notre Dame du lac Temiscouata, M. M. Tardy & Souey, contractors, value \$5,000; the fresco decoration of the same church, Mr. G. Dorval, contractor, value \$3,500.

MONTREAL, QUE.—The following tenders have been received by the Road Committee for the construction of the Seigneurs street bridge: M. Desormeau, excavation, per cubic yard, \$1.38; masonry, chisel-dressed and rock-face lumped, at \$16.95; concrete, per cubic yard, \$16; piles, per lineal foot, 50 cents. O. Martineau, earth excavation, per cubic yard, 60 cents; rock excavation, \$1; masonry, rock-face, ashlar, \$13; chisel-dressed, \$14; concrete, per cubic yard, \$7; piles, per lineal foot, 22 cents. H. J. Beemer, earth excavation, 30 cents; rock, \$1; masonry, rock face, ashlar, \$9.80; chisel dressed, \$12; concrete, \$8; piles, per lineal foot, 35 cents. The total costs would be as follows: M. Desormeau, \$7,348; O. Martineau, \$5,400; H. J. Beemer, \$3,987. The contract for the foundation was therefore awarded to Mr. H. J. Beemer, and that for the superstructure to the Dominion Bridge Company for \$4,100. Theo. Daoust, architect, has awarded the contract for interior fittings of six stores, corner St. Lawrence and Sherbrooke streets, to Lalonde & Girard. The contract for roofing the same building has been given to Mr. E. Chanteloup.

When timbers are built into houses it is impossible to impregnate them with poison. If they are attacked by dry rot, it will be necessary to find out the extent of the disease. This can be done, to some extent, by a scratching noise being made at one end of the beam, and listening at the other, for if the fibers are intact the sound will readily be conveyed, if the beam is decayed, it will give a dull sound on being tapped, and will allow a gimlet to penetrate it very readily. If the fungus has only penetrated a short distance the beam may be painted with corrosive sublimate, dissolved in methyl alcohol. Methyl alcohol has great penetrating power, and acts as a vehicle to convey the corrosive sublimate into the texture of wood, evaporating in time, and leaving the corrosive sublimate behind to do its work. In a slight attack, hot lime wash may be sufficient. Notwithstanding, however, the fact that decayed wood will absorb the washes more readily than sound, these frequently do not penetrate to a sufficient depth, and as only those parts of mycelium of the fungus are killed which are in contact with the poison, the hyphae in the deeper parts of the timber remain as active as ever, the rot is not stayed, but its ravages are now hidden from view. —Southern Architect.

The Board of Works of the city of Toronto, under the direction of the city engineer, constructed last year five miles of sewers, 30 miles of wooden sidewalks, 80 roadways. The improved sidewalks were principally of concrete, stone having been found to wear badly. Of the roadways 2½ miles were cedar blocks on sand, 3½ miles asphalt, 2½ miles asphalt on the track allowance, 8½ miles cedar on concrete, which, with other smaller amounts of improved pavement, made a total of 19½ miles.

MUNICIPAL DEPARTMENT.

LEGAL DECISIONS AFFECTING MUNICIPALITIES.

Judgment in the case of the Canadian Pacific railway against the town of St. Johns, to recover \$10,000 bonus offered to the company as an inducement to bring their line to that town, was rendered in the Superior Court at Montreal by Mr. Justice Charland in favor of the town and against the company. The main reason for dismissing the action was the illegality of the by-law appropriating the money. It is understood the Canadian Pacific railway will go to appeal.

MORSE V. LAMB.—Judgment upon appeal by the plaintiff under sec. 95 of the Registry Act as amended by sec. 8 of 53 Vic., ch. 30, from the decision of the inspector of registry offices upon the dispute between the plaintiff and the registrar of deeds of the east and west ridings of the county of York in regard to the question of fees payable to the registrar for an abstract of the lands in premises in question in this action subsequent to the plaintiff's mortgage. The inspector decided that the registrar was properly entitled to charge a fee of 25 cents on each lot for a search as marked on the plan of the lands which was made and filed after the plaintiff's mortgage, the mortgage having been made and registered before the subdivision into smaller parcels by the mortgagor. The learned judge considers the question (which is one of first impression) exhaustively and comes to the conclusion that the registrar is entitled to make a charge for a general search only on the lot or lots in regard to which the abstract is required, and has no right to make the charge of 25 cents on each subdivided lot. Appeal allowed without cost.

VALUE OF GOOD ROADS.

Prof. Carson, a very high authority, says as the result of experiments, that the same horse power will draw on a gravel road 139 per cent. and on a macadam road 313 per cent. of the load it will draw on good earth road. Quite a number of authorities state that if our roads were first-class earth roads only, the same power would, on the average, draw at least three times as great a load as now. Prof. Sanborn states that while neither the best nor the worst of earth roads were available for his trials, he found that the difference in draft on the best and on the poorest roads that he used, was nearly 300 per cent. A good authority states that first-class gravel roads would save from one-half to two-thirds of cost of wagon transportation. If before we put on the gravel we pared down hilltops somewhat and put the earth in the valleys, we would effect another saving—one very large compared with the expense. Gilmore's tables show that the power that will draw one hundred pounds on a level earth road will draw only seventy-five pounds on a grade of three feet to the hundred, only sixty pounds when the grade is six feet, only fifty pounds when the grade is nine feet, and only thirty-seven pounds when the grade is fifteen feet to the hundred.

One of the most important problems which confronts many cities is some systematic plan of labelling the street names at their intersections. All sorts of plans have been tried. Formerly, in Philadelphia, the names were painted in black letters upon small board signs fastened against the sides of the houses. Then the system of cast iron letters surrounding the lamp post was introduced. Both of these,