

Lucas; carpenter work, Geo. Rathbone; plastering, Geo. Rathbone; painting, H. W. Johnston; gal. iron, A. B. Ormsby & Co.; roofing, R. Renne & Son; plumbing and heating, Bennett & Wright.—E. J. Lennox, architect, has reported that the lowest tender for the marble work and tile flooring for the new municipal buildings is \$26,700, from F. B. Gullet & Sons, this city. The lowest separate tenders are as follows: marble floors, Mosaic & Marble Enamel Co., \$9,890; marble dado, J. G. Gibson, \$1,240; marble columns, R. Powell, \$4,882. The following tenders have been accepted for pavements: Macadam pavement on Davenport Road, Warren Scharff Co., \$4,556; on Harbord street, Constructing and Paving Co., \$1,762; cedar block pavement on Arthur street, D. L. Van Vlack, \$1,393.—The Board of Control have accepted the tender of David Myer, of Markham, for the erection of a pavilion in High Park; price, \$3,500.

PAINT FOR GALVANIZED IRON.

Mr. C. Lewis, in a paper on this subject, states that there are but very few paint materials that will answer as a priming coat on galvanized iron or metallic zinc, and that the pigment, as well as the binder, has something to do with the holding on, be the surface treated to a wash or untreated; though it is safest to use the treatment before priming.

The treatment with the solution does not alter the nature of the metal to which the paint is applied; it merely neutralizes the grease, dust, etc., that may be on the surface; gives the priming coat a better hold and allows a heavier film of paint to be applied. The writer has found that the ordinary mineral paints, as well as the lighter carbons that require much oil as a binder, when applied to treated and untreated galvanized iron, have given way when exposed; the former becoming very soft and coming off eventually in shreds, the latter wrinkling, and later on, parting, furrow-like, exposing the bare iron. White lead in oil, too, did not stand, became soft and peeled; while zinc in oil first cracked and then came off in flakes. Red lead in oil stood fairly well, at least longer than any of the others; but it, too, came off at last in shreds at the slightest touch.

For the priming coat it requires a heavy material, and where there are no sulphur gases the best material is good, pure red lead, or a mixture of equal parts by measure (not weight) of pure red lead and a high grade of oxide of iron, ground together freshly in good raw linseed oil, without drier, to a medium paste. This is to be thinned with pure turps only. Or the dry red lead and iron oxide may be taken, well mixed in the proportions given, and thinned with equal parts of raw linseed oil and turps, but only enough should be mixed at a time to do for a few hours' work, and the mixed material should not stand over night. Such a priming will not peel and the color can be varied by taking a bright or a very deep shade

of iron oxide. Over this priming any good, non-porous, ornamental paint will give satisfaction. In localities where there is an abundance of sulphur gases the priming must be made up from a good heavy pigment that is unaffected by gases, a chemically inert material of high specific gravity, that lays close down to the surface to which it is applied, and such pigment must contain a binder that will allow it to dry nearly flat and yet be elastic.

LEADEN STAIRWAYS.

Sheet lead is often used for stair treads in place of rubber where the traffic is very extensive, but, unfortunately, while durable and non-slipping, either wet or dry, it has a tendency to "flow" or grow thin at the points of greatest wear. In a new article of manufacture the lead is cast on a wire-wove core, and is produced in thickness approximating that of 8-pound sheets. By adopting this method of manufacture all the advantages of a secure foothold are insured, and the tendency of the lead to "flow" or work thin is entirely overcome. The combination is described as being more durable and possessing an in-

herent strength and elasticity which neither the steel core nor the lead separately could possibly give. A still greater field for this article is for roofing purposes, lead floors for cold storage rooms, magazines and decks of ships.

The injury to asphalt by gas, which has been noticed from time to time in a number of cities, is referred to by Mr. Percival W. St. George in his annual report as City Surveyor of Montreal. He finds that the destructive effect of the gas is due to a softening and bunching of the asphalt with which it comes in contact. The street traffic wears holes quickly in this soft material, which the contractors who guaranteed the pavement refuse to repair unless paid for the work, claiming the gas company should be held responsible.

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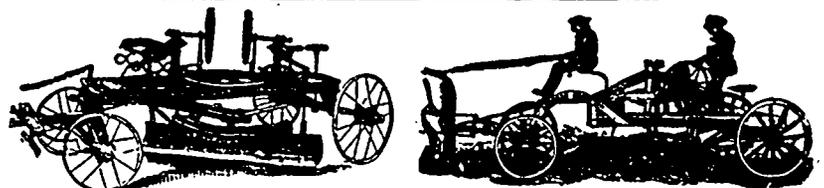
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