

CANADIAN CONTRACT RECORD

A Weekly Journal of Advance Information and Public Works.

ITS PURPOSE. TO SUPPLY TO CONTRACTORS ADVANCE INFORMATION RESPECTING CONTRACTS OPEN TO TENDERS, AND TO ARCHITECTS, ENGINEERS, MUNICIPAL AND OTHER CORPORATIONS, A DIRECT MEDIUM OF COMMUNICATION WITH CONTRACTORS.

ITS MERIT: ECONOMICAL AND EFFECTIVE SERVICE.

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THE CANADIAN CONTRACT RECORD,

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

ADVERTISING RATES ON APPLICATION.

At its Convention held in Toronto, Nov. 30 and 31, 1889, the Ontario Association of Architects adopted its approval of the CANADIAN CONTRACT RECORD, and pledged its members to use this journal as their medium of communication with contractors with respect to advertisements for Tenders.

The following resolution was unanimously adopted at the First Annual Meeting of the Province of Quebec Association of Architects, held in Montreal, Oct. 10th and 11th, 1890: "Moved by M. Perrault, seconded by A. F. Dunlop, that we the Architects of the Province of Quebec now assembled in Convention being satisfied that the CANADIAN CONTRACT RECORD affords us a direct communication with the Contractors, Resolved, that we pledge our support to it by using its columns when calling for Tenders."

The publisher of the "Canadian Contract Record" desires to ensure the regular and prompt delivery of this Journal to every subscriber, and requests that any cause of complaint in this particular be reported at once to the office of publication. Subscribers who may change their address should also give prompt notice of same, and in doing so, should give both old and new address.

TENDERS

Will be received from all trades up till 11TH AUGUST, for the erection of a Brick House at Weston. For particulars apply between 11 and 4 o'clock to JOSEPH NASON, Barrister, 35 Adelaide Street East, Toronto.

TENDERS

Will be received up to the 12th inst. for excavating for foundations of Residences to be built on Leopold and Jamieson Avenues.

EDWARDS & WEBSTER, Architects,
18 Victoria Street, Toronto.

TENDERS

Will be received until AUGUST 15TH for the Plastering, Painting and Glazing, and Insmithing of Houses at Bellamy, for the Bellamy Land Company.

CHAS. J. GIBSON, Architect,
97 Adelaide St. East, Toronto.

USEFUL HINTS.

A red hot iron will, according to a contemporary, soften and remove the hardest putty from old sashes.

Grease can be taken out of marble by the application of fuller's earth or whiting, saturated by benzine.

A coat of varnish made in the proportion of two ounces of shellac to nine ounces of alcohol, will prevent brass from tarnishing.

For varnish for bright iron work, dissolve three pounds of resin in ten pints boiled linseed oil, and add two pounds of turpentine.

In exchanging old lead for new, it is usual to deduct six pounds per cwt. from the gross weight of old lead before giving credit for it.

Never clean brass work with acid, for it soon leaves it a dull color. Sweet oil and whiting, followed by a little soap and water, is best.

It is asserted that cochineal is an effective test for lead in water. If lead be present and cochineal be added, the water turns purple color.

The best paint for galvanized iron where a dark color is not objectionable is common asphalt dissolved in turpentine or benzine. It is extremely tenacious, dries soon and becomes very hard and insoluble by the action of sunlight. It is flexible and very durable.

An expert in such matters says he has found the following the best thing he has tried for making joints against fluid pressure: Five pounds Paris, white, five pounds yellow ochre, ten pounds litharge, five pounds red lead, four pounds black oxide manganese. The whole is to be well mixed, and a little asbestos and boiled oil added. This, he says, soon becomes nearly as hard as the iron itself.

Professor Bonney says. "Water, in freezing, expands very considerably, 1,000 cubic feet of water expanding to 1,102 cubic feet of ice, and the force created by that expansion is exceedingly great. Experiments have been made with stout bomb-shells, and on their being filled with water and exposed to the influence of frost it was found that the force of the expansion was sufficient to burst the strongest shell."

HOW TO CLEAN A PLASTER CAST.—A correspondent of a leading scientific journal states that a bust or statue can be most thoroughly cleaned, provided it has not been painted, oiled or waxed, by in-

verting it and filling it with water free from iron. The water is then allowed to filter through the plaster. After the filtering has been kept up for a sufficient time, and the outside surface occasionally washed with water and a soft brush, the plaster is allowed to dry. It is then found that all the dust has been washed out of the pores of the cast, which is thus restored to its original whiteness.

Oak timber loses about one-fifth of its weight in seasoning, and about one-third of its weight in becoming dry. Gradual drying and seasoning is considered the most favourable to the durability and strength of timber. Kiln-drying is particularly serviceable for boards and pieces of small dimensions, and, unless performed slowly, is apt to cause cracks and impair the strength of the wood. If timber of large dimensions be immersed in water for some weeks it is improved, and less liable to warp and crack in seasoning. Ex.

For darkening wood, particularly in matching shades, bichromate of potash is a convenient and efficient agent. It can be used in different degrees of strength, all of which may be prepared from a mother liquid of a strength of one ounce to a pint of water. This may be diluted by the addition of an equal or double quantity of water to the tint desired. Raw linseed oil colored with Brazil wood dust (red oil) is used to darken mahogany and rosewood. The oil is prepared by pouring the oil over the dust, which yields some of its color to the oil.

TO REMOVE PAINT FROM TANKS.—They have a very expeditious way of removing old paint from tanks and other iron surfaces which is thus described in Mr. Hogan's rules: When it is necessary to remove old paint from cylinders, tank, steam chest, driving wheels, rods, etc., use a preparation of 25 pounds potash, 5 pounds sal soda, 1 quart light liquid ammonia, 25 gallons water, made stiff with dry slaked lime and applied with bricklayer's trowel. Let the coat stand from three to six hours, when the old paint can be removed with a wide scraping-knife. Then wash off thoroughly with water and a stiff broom. Dry off with rags and go over surface freely with two parts linseed oil and one part benzine, and scour nicely with wire brush, removing all rust and scale. Then wash clean with benzine and rags, sandpaper lightly, dust dust off and prime."—"A. S." in National Car and Locomotive Builder.