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# CANADIAN CONTRACT RECORD

A WEEKLY JOURNAL  
OF THE PUBLIC WORKS AND TENDERS OF CANADA

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.

VOL. 8.

MAY 20, 1897

No. 16.

## THE CANADIAN CONTRACT RECORD,

PUBLISHED EVERY THURSDAY

As an Intermediate Edition of the "Canadian Architect and Builder."

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Telephone 2362.

New York Life Insurance Building, Montreal.  
Bell Telephone 2299.

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

Advertising Rates on application.

## 36-INCH STEEL SEWER PIPE

Tenders for 719 feet of 36-inch steel sewer pipe will be received at this office (where plans and specifications may be obtained), up to 5 O'CLOCK ON THURSDAY, MAY 27TH.

A. O. GRAYDON, City Engineer,  
London, Ont.

WILLIS CHIPMAN, C.E.,  
Consulting Engineer.

## TENDERS

Tenders will be received up till noon, SATURDAY, THE 29TH INST., for the different trades required in the erection of an Office Building, corner of King and Yonge streets:

Excavating, Masonry and Brickwork, Carpentry, Plastering, Tinsmithing and Roofing, Painting and Glazing, Ironwork, Ornamental Ironwork, Electric Elevators, Plumbing, Heating, &c.

Plans and specifications may be seen at the office of  
DARLING & PEARSON, Architects,  
Mail Building, Toronto.

Lowest or any tender not necessarily accepted

## Asphalt Paving

### NOTICE TO CONTRACTORS

Tenders addressed to Ald. Wallace, Chairman of Board of Works, Ottawa, and endorsed "Tenders for Asphalt Paving," will be received by registered letter only at the post-office, or by the mails due before

Noon of Wednesday, May 26th, 1897,

for the construction of an asphalt roadway on Bank street, between Maria and Ann streets.

The specifications and conditions of agreement can be seen on application at the City Engineer's office, City Hall, Ottawa.

Each tender must be accompanied by an accepted bank cheque, made payable to the City Treasurer, for the sum of \$2,500, which sum will be forfeited if the party declines to enter into the contract when called upon so to do. If any tender be not accepted the cheque submitted will be returned.

All tenders must be on the printed forms furnished, with the several prices properly filled in, and accompanied with the required cheques, or they will be ruled out as informal. The corporation do not bind themselves to accept the lowest or any tender.

ROBERT SURTEES,  
City Engineer.

City Engineer's office, City Hall,  
Ottawa, May 10th, 1897.

## Notice to Contractors

A new and thoroughly revised edition of the *Canadian Contractor's Hand-Book*, consisting of 150 pages of the most carefully selected material, is now ready, and will be sent post-paid to any address in Canada on receipt of price. This book should be in the hands of every architect builder and contractor who desires to have readily accessible and properly authenticated information on a wide variety of subjects adapted to his daily requirements.

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Confederation Life Building, TORONTO.

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New York Life Building, Montreal.

## TENDERS FOR SIDEWALKS

Sealed tenders, addressed to Robert Emerson, Esq., Chairman Board of Works, Collingwood, will be received up to MAY 28TH, 1897, for the laying down of a quantity of cement sidewalks on several streets of the said town. Tenders to state the amount per square foot for furnishing labor and material and removing all refuse, as per plans and specifications which may be seen at the Town Clerk's office, Collingwood.

The lowest or any tender not necessarily accepted.

JOHN HOGG, Town Clerk.  
Collingwood, May 15, 1897.

## TENDERS FOR TOWN HALL

Tenders, whole or separate, will be received by registered post only, addressed to the undersigned, up to four o'clock, p.m., on TUESDAY, JUNE 1ST NEXT, for the erection of a Town Hall in the town of Walkerton, Ont.

Plans and specifications may be seen at the office of the Town Clerk, or at the office of Mr. A. R. Denison, 20 King St. West, Toronto. Any information required can be obtained from the Architect or Building Committee.

A deposit in the form of a marked cheque, payable to the order of the Town Treasurer, for the sum of 1% of the value of the work tendered for, must accompany each and every tender, and which will be forfeited to the town in the event of the party tendering refusing to enter into a contract.

The lowest or any tender not necessarily accepted.  
A. MENZIES, Mayor.



## TENDERS FOR ROADWAYS AND SIDEWALKS

Tenders will be received by registered post only, addressed to the Chairman of the Board of Control, City Hall, Toronto, up to NOON ON THURSDAY, THE 27TH INST., for the following works:—

### BRICK PAVEMENTS.

Walmer road, from Bloor street to Lowther avenue.  
St. Joseph street, from Yonge street to St. Vincent street.

Hill street, from Dunbar road to Glen road (track allowance).

Dufferin street, from King street to G. T. R. Railway (track allowance).

### CEDAR BLOCK.

Baldwin street, from McCaul street to Beverley street

### MACADAM.

Classic place, from Huron street to east end.

### GRAVEL ROAD.

Lisgar street, from Queen street to Aston avenue.

### CONCRETE SIDEWALKS.

Prince Arthur avenue, s.s., from Avenue road to Bedford road.

West Market street, w.s., from King street to Front street.

Church street, e.s., from King street to Adelaide street.

Specifications may be seen and forms of tender obtained at the office of the City Engineer, City Hall, Toronto, on and after Thursday, 20th May, 1897.

A deposit in the form of a marked cheque, payable to the order of the City Treasurer, for the sum of 2½ per cent. on the value of the work tendered for, must accompany each and every tender, otherwise they will not be entertained.

Tenders must bear the bona-fide signature of the contractor and his sureties, or they will be ruled out as informal.

Lowest or any tender not necessarily accepted

R. J. FLEMING (Mayor),  
Chairman Board of Control.

City Hall, Toronto, May 13, 1897.

## CONTRACTS OPEN.

INGERSOLL, ONT.—The erection of a hospital is proposed.

CHILLIWACK, B. C.—Rev. W. B. Allen invites tenders for the erection of a church.

MILLTOWN, N. B.—Improved machinery will be placed in the St. Croix cotton mill.

BLENHEIM, ONT.—Tenders are asked by S. Wodehouse for building a brick fire tank.

SHAWVILLE, ONT.—G. F. Hodgins is building the foundation of a residence, 40 x 50 feet.

HULL, QUE.—The council has appropriated the sum of \$3,500 for improving the streets.

RIVERSDIE, N. B.—Governor McClenan contemplates erecting a large hotel at this place.

CAISTOR CORNERS, ONT.—The Menonites contemplate the erection of a \$2,000 church.

HILLSBORO, N. B.—It is understood that a joint stock company will build a large hotel here.

COLDWATER, ONT.—Subscriptions are being received towards the proposed Presbyterian church.

PETERBORO, ONT.—St. George street Methodist church congregation will build a new parsonage.

RAT PORTAGE, ONT.—E. Arnold, of the Russell House, has decided to build a house on Second street.

ARNPRIOR, ONT.—The sum of \$4,500

will be borrowed for building an addition to the public school.

**MITCHELL, ONT.**—The sum of \$1,600 has been subscribed towards the proposed Trinity church.

**DRAYTON, ONT.**—The rebuilding of the Christian church is under consideration by the congregation.

**HUNTSVILLE, ONT.**—J. F. Waters wants tenders before June 1st for building a frame school house.

**OWEN SOUND, ONT.**—H. G. Hopkirk was in the city recently looking for a site for the new post-office.

**STRATFORD, ONT.**—The city will shortly undertake the construction of sewers on several streets.

**REVELSTOKE, B. C.**—The provincial government have purchased a site for the proposed government building.

**HALIFAX, N. S.**—A large appropriation has been made by the city council for the construction of sewers this year.

**CORNWALL, ONT.**—It is said to be the intention of McIntyre & Campbell to erect a departmental store on Pitt street.

**SPRINGFIELD, N. B.**—W. Davis, of St. John, purposes erecting a mill and factory at Hatfield's Point, near this place.

**MERVALE, ONT.**—The plans of M. C. Edey, architect, of Ottawa, have been accepted for the new school house.

**CARMAN, MAN.**—Peters & Winkler, who are erecting a grist mill here, will probably install an electric light plant.

**DIGBY, N. S.**—A brick recording office, with large vault, will be erected by the municipal councils of Digby and Clare.

**BELLEVILLE, ONT.**—W. N. Pontoon asks tenders until the 22nd inst. for repairs to the Puseathly terrace on Ann st.

**TILSONBURG, ONT.**—A. E. Raynes, town clerk, invites tenders until the 21st inst. for the purchase of \$3,000 of debentures.

**AILSA CRAIG, ONT.**—J. M. Moore, C. E., of London, has been engaged to take levels for the proposed waterworks system for this village.

**VICTORIA, B. C.**—The question of building an addition to the rectory will shortly be considered by the vestry of Christ's church cathedral.

**CHATHAM, ONT.**—George J. Fielder has thrown up his contract for paving King street west, and new tenders for the work will be invited.

**MONCTON, N. B.**—The sum of \$500 has been subscribed towards the proposed hospital.—The new Intercolonial Railway station will be built of stone and brick.

**WOODSTOCK, ONT.**—Some members of the board of trade favor submitting a by-law to the people to raise the sum of \$30,000 for road machinery and improvements.

**VICTORIA HARBOR, ONT.**—The Victoria Harbor Lumber Company will erect a planing mill this season, 98 x 48 feet, with two planers, a matcher and a re-saw.

**PARRY SOUND, ONT.**—Work will shortly be commenced on the new I.O.O.F. building, the plans of Mr. Henry Simpson, architect, of Toronto, having been accepted.

**DUNDAS, ONT.**—By-laws to raise \$3,500 for building a fire-hall, and \$5,500 for rebuilding the dam, have been passed by the council, and will shortly be submitted to the ratepayers.

**WYOMING, ONT.**—Tenders are asked by Hugh Montgomery, reeve of Plympton township, up to May 29th, for constructing a bridge, 60 feet long, with stone abutments and four wings, over Bear creek.

**MOUNT FOREST, ONT.**—Luke Madigan, of this town, who has been given the contract for harbor improvements at Goderich, will shortly invite tenders for the timber, iron, etc., required in the work.

**ESQUIMALT, B. C.**—The Imperial authorities have decided to build a lock-up at this place, plans for which have been prepared by a Victoria architect. The cost of the building will be about \$30,000.

**FREDERICTON, N. B.**—W. Holden is preparing to erect a residence.—Plans have been prepared for a new warehouse and office building for the Star Line Company.—It is probable that a stone and brick hose station will be built by the city.

**GUELPH, ONT.**—Tenders are being received this week by C. R. Bruce, architect, for the erection of a residence for C. Raymond. Plans at 37 Oxford street.—The Board of Works have recommended to council the purchase of a steam road roller.

**AYLMER, QUE.**—E. J. Rainboth, C.E., of Ottawa, has prepared plans and specifications for a system of sewerage for the town. The specifications call for trunk sewers with 9-inch branches, also 45 gratings for carrying off surface water. A steel or cast iron pipe 1,000 feet in length will extend into the lake. Estimated cost, \$20,000.

**BARRIE, ONT.**—The directors of the Barrie hospital have authorized the preparation of plans for an addition to the building.—The Barrie Water Works Company want the town to guarantee their bonds for \$80,000, in return for which they offer to extend the system to Allandale ward and put in ten new hydrants.

**KINGSTON, ONT.**—W. Newlands, architect, is receiving tenders for the erection of a brick residence for Professor Cappon.—Arthur Ellis, architect, will prepare plans for enlarging the public school building at Portsmouth.—Plans have been prepared for an addition to the Hotel Dieu.—A scheme is on foot to build an arcade between Princess and Brock streets.—Power & Son, architects, are receiving tenders this week for the erection of two houses on Brock street.

**ST. JOHN, N. B.**—Weldon & McLean, architects, are inviting tenders this week for the erection of a dwelling house.—Cold storage buildings will be erected at Halifax, N. S., Charlottetown, P.E.I., and in this city.—H. H. Mott, architect, will shortly invite tenders for a two-story dwelling for C. T. Nevins. The same architect has prepared plans for a two-story tenement house to be built on Douglas avenue by G. W. Hoben, and for a frame church for the Episcopalians of Red Head.

**NELSON, B. C.**—The contract for construction of the Slocan river railway from Slocan Crossing to Slocan city has not yet been let. The road will be 30 miles in length.—J. A. and W. B. Honeyman, of Portland, Ore., have decided to erect a foundry and machine shop at this place, to be 50 x 60 ft., with additions and outbuildings. The plant will cost \$10,000.—The City Council have resolved to invite plans and specifications for a system of waterworks and sewerage for this city, price of accepted plans and specifications to be \$500.

**HAMILTON, ONT.**—Wm. & Walter Stewart, architects, have prepared plans for remodelling the old post-office for the Sun Life Assurance Company, at a cost of \$40,000.—The board of governors of the hospital have not yet finally approved of the plans for the proposed addition, to cost \$7,000.—E. Patterson has been granted a building permit for a two-story brick dwelling on Catherine street, to cost \$2,000.—Mr. W. T. Jennings, C. E., of Toronto, will have charge of the conversion of the Hamilton and Dundas railway into an electric line.

**QUEBEC, QUE.**—E. M. Talbot, architect, has prepared plans for an hotel building for Mr. Bellerive; pressed brick and sandstone, four stories high, 120 x 90 feet

in size, containing 113 rooms, with two large stores on the ground floor, equipped with elevator, modern baths, hot water heating, etc. Estimated cost, \$45,000.—A building permit has been granted for reparations of a house on Colomb street, two stories, 30 x 37 feet, for P. Leclere; builder, M. Drouin.—The Anglican church have decided on the erection of a seehouse, at a cost of \$6,000.

**LONDON, ONT.**—It is the intention of the London Street Railway Company to extend their line to Pottersburg, at a cost of \$10,000.—H. Warner has been granted a permit for alterations and additions to a residence on Waterloo street.—R. H. Weir will erect a brick veneer residence corner Dufferin ave. and Adelaide street.—The city engineer estimates the cost of the proposed traffic bridge and viaduct at the foot of King street at \$7,000 for the superstructure and \$4,000 for the stonework.—The committee appointed by the Middlesex county council to inspect the Kilworth bridge have decided that a span of 260 feet, 12 feet high, with stone abutments, would be required, which will cost \$14,000.—It is stated that W. G. Reid has in contemplation the erection of a large opera house on Dundas street.

**MONTREAL, QUE.**—A. F. Dunlop, architect, has prepared plans for the concert hall building to be erected by D. W. Karn & Co.—The city council have concurred in the report of the Road Committee recommending an appropriation of \$45,000 to pave Notre Dame street west, and \$10,000 for the quarries.—The Finance Committee has granted the sum of \$7,000 for the construction of new city stables on Papineau road.—At the next meeting of the Finance Committee plans will be presented of a new building to accommodate the recorder's court and central police station.—The recommendation of the boiler inspector that two of the large fire engines be replaced by new ones, has been considered unfavorably by the city council.—Building operations at Westmount promise to be brisk. Harry Lawlor is preparing to build two semi-detached residences and A. Nelson Ferrier is about to erect two houses.—The Montreal street railway will probably be extended to Verdun.

**WINNIPEG, MAN.**—I. M. Ross is building a three-story brick block on Main street, to be used as an hotel and to contain 62 rooms.—The city council has given notice of its intention to construct macadam roadways on several streets.—A number of large milling and grain companies will build elevators throughout the province this summer. A company of Scotch capitalists has been formed to trade in Manitoba wheat. This company will erect two or three elevators in the southern part of the province.—Tenders will be invited shortly for improvements to the Central school, the cost of which will be about \$15,000.—Plans have been prepared and work will shortly be commenced for the reconstruction of the Bijou theatre.—The city is receiving tenders this week for macadam roadways.—While architects do not expect a large number of new buildings to be erected this season, they say considerable work will be done in improvements, such as stone foundations and remodelling of residential terraces.

**TORONTO, ONT.**—Ground has been broken for new dwellings on the west side near the head of St. George street, and on Howland ave., corner of Lowther ave.—The plans of Mr. Henry Simpson, architect, of this city, have been accepted for the new I.O.O.F. building at Parry Sound. It will be built of brick and stone, and will cost about \$6,000.—Building permits have been granted as follows: Daniel Conboy, 493 King st. w., 2 story and attic bk. dwelling at 487 King st. west, cost \$3,800; Strickland & Symons, architects, 2 story and attic bk. dwelling, Haron st., w. side, n. of Bloor st., cost \$9,000; James

Fairhead, 43 Esplanade st., large ice house, cost \$1,250.—Property owners on Walmer road have petitioned for a brick pavement, laid on gravel.—At a meeting of the House of Industry board held on Tuesday last the Building Committee recommended that the present east wing be raised to three stories in height, and that there should be an extension to the rear of the centre of the present building for an upstairs dining room. The cost was given at \$17,500.—The ratepayers of East Toronto will shortly be asked to raise \$5,000 for additions to school building. The question of lighting the village is now under consideration. The cost of an electric light plant would be about \$15,000.

OTTAWA, ONT.—G. M. Baily, architect, invites tenders until to-morrow (Friday) for the erection of a building, corner Cooper and Kent streets, for John Lebett. Plans at the office of the architect, 22 Metcalfe street.—The members of Welcome Zion Congregational church intend enlarging the edifice. Rev. Mr. Horsey is now making arrangements for the proposed improvements.—George Harris has been granted a building permit for six houses on Sweetland ave.—The proposed improvements to Knox church have been postponed until the spring of 1898.—A proposal has been made to build an elevated platform at the O.A.A.C. grounds.—Alderman Haste recommends the purchase of another hook and ladder truck; also the improvement of No. 3 fire station.—Hon. J. I. Tarte, Minister of Public Works, has sent out invitations for tenders for terra cotta fire-proof flooring and iron joists necessary in connection with the reconstruction of the western block.—It is said that Mr. J. R. Booth, of this city, is interested in a scheme to build a railway from Winnipeg to Duluth.—The new St. Joseph's orphanage to be built at New Edinburgh will be 100 x 50 feet, three stories, with two wings 75 x 60 feet, and slate roof; estimated cost \$13,000. Ald. Durocher can give particulars.—A deputation from Glengarry county requested the Dominion government to proceed with the completion of the reformatory at Alexandria. In reply the Minister of Public Works stated that the government had not yet decided what course would be adopted, as the establishment of a reformatory in each province was being considered.

**FIRES.**

An elevator and grain warehouse at Haycroft, Ont., owned by J. B. Springer & Co., of Chatham, was burned on the 15th inst.; loss \$5,000.—Davidson's old saw mill on the Allandale road, near Barrie, owned by John Strathy, was recently destroyed by fire; insurance \$1,000.—Fire at St. Anne's, a village near Smithville, Ont., destroyed the flour and grist mill owned by S. Morley, at a loss of \$7,000.—The Nova Scotia Lumber Company's mills at Sherbrooke, Que., were burned on the 13th inst., at a loss of \$20,000; insurance \$15,000.—The saw mill at Bornholm, Ont., belonging to William Ryan, of Mitchell, was burned last week.—A portable saw mill at Three Mile Brook, near Dorchester, N. B., owned by Robert Kay, was burned last week.—St. Patrick's R. C. church at Sherbrooke, Que., was recently gutted by fire, at a loss of several thousand dollars.—At Thurso, Que., on the 16th inst., fire destroyed two stores, a carriage shop and four houses, at a loss of \$20,000.—Curry, Watson & Company's drug warehouse on St. Jean Baptiste street, Montreal, was recently damaged by fire to the extent of \$4,000.—The warehouse of the William Sclater Company, on Foundling street, in the same city, was damaged to the extent of \$10,000.—The C. P. R. station at West Selkirk, Man., has been destroyed by fire.—Cyr's

block, corner Delmelle and St. James sts., St. Henri, Que., containing six dwellings, was burned on Tuesday. The loss will be about \$6,000.

**CONTRACTS AWARDED.**

BELLEVILLE, ONT.—George Reeves has secured the contract for rebuilding the Haines & Lockett block.

CHAPLEAU, ONT.—Gordon & White, of Pembroke, have secured the contract for the erection of a new parsonage here.

MERRITTON, ONT.—The tender of Alex. Anderson, of Toronto, has been accepted for an electric fire alarm system; price \$950.

FREDERICTON, N. B.—Contracts for laying and connecting street services for the year has been let to the plumbing firm of O'Brien & McGoldrick.

HALIFAX, N. S.—The contract for the Roy building, corner Barrington and Granville streets, has been let to M. E. Keefe, at a figure above \$40,000.

WINNIPEG, MAN.—Tenders have been accepted as below by the Exhibition Association: Erection of pig pens, R. D. Johnston, \$650; grand stand, S. B. Ritchie, \$4,489.

HUNTSVILLE, ONT.—Whole tenders for the new Methodist church were received as follows: Mr. Eaton, Orillia, \$4,186; Irons & Booth, Huntsville, \$4,100; Geo. Hutchison, Huntsville, \$3,900. The latter has been accepted.

PARRSBORO, N. S.—Fifteen tenders were received for constructing the water-works system here. The laying of the pipe has been given to McIntosh & McGregor, of Stellarton, and the building of the dam to McManus & Davidson, of North Sydney.

TORONTO, ONT.—Tenders for public library improvements have been accepted as follows: Interior halls and passages, M. O'Connor, \$47.30; Alexander & Son,

balance of interior, \$669, exterior work, Percy Taylor, \$237.—The York County Commissioners have let the contract for the superstructure of the York Mills bridge to the King Bridge Company, of Cleveland, Ohio, at \$1,675.15.—The Board of Control have accepted the tender of Smith Bros., of this city, for a two horse hose waggon, at the price of \$258. Tenders for bridges required for the widening of the Queen street subway were received as follows: No. 1, to carry G. T. R. tracks, \$14,589, to carry C. P. R. tracks, \$8,950; No. 2, \$16,464 and \$6,990 respectively; No. 3, \$12,025 and \$7,163 respectively. The tender of the Hamilton Bridge Company, No. 2, has been recommended for acceptance.

MONTREAL, QUE.—Arthur J. Cooke, architect, has let contracts as follows: Residence on Dorchester street for Dr. T. P. Shaw—masonry and cut stone, R. Sharp; brickwork, E. Gauthier; carpenter and joiner's work, R. Sharp; steel work, Dominion Bridge Co.; roofing, Campbell & Gilday; plumbing, H. Creed & Son; plastering, H. Contant; painting, W. Knowles; electric wiring, C. W. Henderson. Residence on Rosemount ave., Westmount, for Mr. L. H. Packard—masonry and cut stone, R. Sharp; brickwork, E. Gauthier; carpenter and joiner's work, M. Desantels; steel work, Dominion Bridge Co.; roofing, Campbell & Gilday; plumbing, H. Creed & Son; plastering, H. Oram; painting, W. J. Ryan.—James Wright, architect, has awarded the following contracts: Apartment houses on Clarke avenue, Westmount, for R. Neville, jr.—masonry, F. Deslauriers; bricklaying, M. St. Aubin; plumbing, Geo. R. Woodburn, plastering, H. Contant; carpentry, R. Neville, jr. Apartment house, corner Lewis avenue and St. Catharine street, for James King—masonry, E. Desjardins; bricklaying, M. Carriere; carpentry, F. Marcotte; iron work, Dominion Bridge Co.—Building

THE Authorities at Ottawa have been investigating the merits of the new Wall Plaster, known as

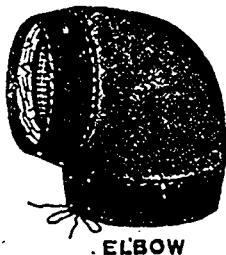
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which is nearly the pure product of Asbestos, and possesses all the remarkable qualities of that mineral, being Absolutely Fire-Proof, and as a Plaster, Cohesive and Elastic, besides allowing a Perfect Surface Finish. The result of such examination and investigation, from actual work done in Ottawa, and the opinions of eminent Architects, is to prove that it is all that it is claimed to be. A large order has been given for this material, which is to be used in the reconstruction of the Parliament Buildings, lately destroyed by fire.

The Authorities have shown great wisdom in their choice, as the cost over ordinary plaster is very trifling, and the advantages so manifest to every Architect who has given this remarkable production careful attention, that it cannot fail to commend itself as a positive assurance of safety against fire risk, entailing the minimum of cost for such an object.

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MONTREAL WINNIPEG

permits have been granted as follows : One house, three tenements, on Montana street, for J. A. Allard—architect, Wm. Tremblay; carpentry, J. A. Allard. One dwelling, corner Dorchester and Montcalm streets, stone front—architects, Cox & Amos; masonry, Labelle & Payette; carpentry, Lambert & Son; brick work, Labelle & Payette. One building on Stanley street for Roswell Fisher architects, Brown & MacVicar masonry. Geo. Morrison & Co. carpentry. Simpson & Peel; bricklaying, Amos Cowen

contract after acceptance of the tender. A butcher wrote to the Guardians as follows: "I propose to supply your houses with meat according to advertisement for the next six months at 6d. per pound." His proposal was accepted and he was informed that he was appointed butcher, upon which he immediately declined the appointment. Held, that the transaction amounted merely to a proposal for a contract, and that there was no binding agreement till a written agreement had been signed (Kingston-upon-Hull Governors v. Peitch, 10 Ex. 611; 24 L.J., Ex. 23.)

the contract, or if he has gone on he can, besides recovering the bribe from the guilty agent, further recover damages from the bribing tenderer. But he is not entitled to follow the money received as a bribe through the account of the agent as trust money. If the tender is for a contract with a public body both the builder and the architect, surveyor, or other employee, or member of the public body, are liable to criminal proceedings for a corrupt practice under the Public Bodies Corrupt Practices Act, 1889. The employer is of course liable for any fraud or misrepresentation made by him in inviting the tenders, and if the representation was material and acted on the mind of the party tendering, such person tendering may bring an action for rescission of the contract, but when a contract has been acted upon by a party to it with a knowledge of all the facts, he has elected and cannot avoid it when the result has turned out to his disadvantage.

**TENDERS BY CONTRACTORS.**

Care should always be taken not to accept a tender absolutely, but only conditionally on the builder signing a contract in a prescribed form and also, in some cases, finding sureties, to be approved by the employer, for the due execution of the work. A tender made by a contractor, and an acceptance by the employer, constitute in law a binding contract when the acceptance is unqualified, and no new terms are contemplated. An intimation in the written acceptance of a tender that a contract will be afterwards prepared, does not prevent the parties from becoming bound to perform the terms in the tender and acceptance respectively mentioned, if at the time when the documents were signed the parties had a contracting mind, and it was their intention thereby to enter into an agreement, and the preparation of the contract was contemplated merely for the purpose of expressing the agreement already arrived at in formal language. A, a railway contractor, met B and several others in order to receive tenders with reference to certain work. A read a specification with reference to the work, after which B and the others handed in their tenders. B's tender was signed with his name, but there was no evidence that it was in his handwriting. Held, notwithstanding, that such tender taken with the specification sufficiently proved the contract (Allen v. Yoxall, 1 C and R 315). The following case illustrates when there is a mere proposal, and not a binding contract. Guardians issued an advertisement stating that they would receive tenders for the supply of the workhouse with meat for three months, from 30 to 50 stone, that tenders were to be forwarded, and that all contractors would have to sign a written

The person inviting tenders may at any moment revoke his invitation; consequently the expenses of making a tender or attending a sale cannot be recovered from the person who invite the tender or advertise the sale. If a builder obtains acceptance of his tender by offering a commission to the employer's architect or other agent, the employer can either avoid

(To be Continued)

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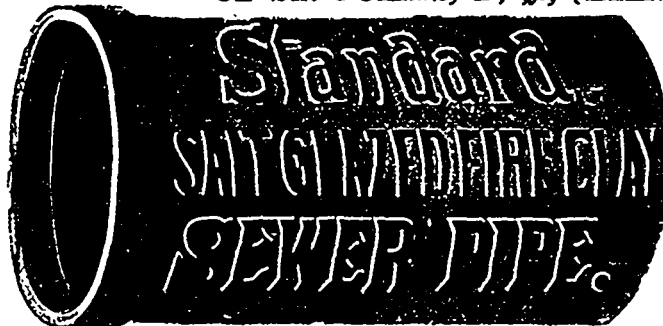
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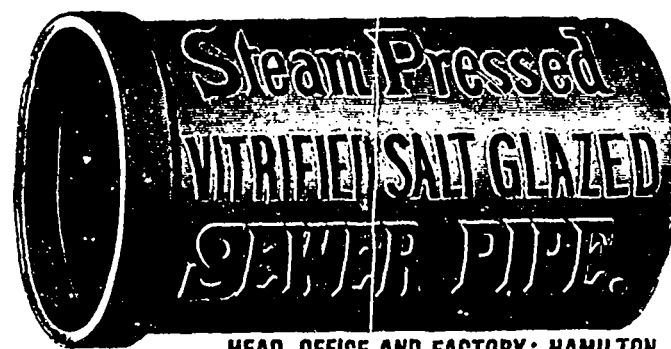
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# MUNICIPAL DEPARTMENT

## MUNICIPAL ENGINEERING IN ONTARIO.\*

By HERBERT J. BOWMAN, O.E.S., M. CAN. SOC. C.E.

In the Ontario "Municipal Act" it is provided that

"The Council of every county, township, city, town, and incorporated village may pass by laws for appointing such Pound-keepers, Fence Viewers, Overseer of Highways, Road Surveyors, Road Commissioners, Valuers, Game Inspectors, and other officers as are necessary in the affairs of the corporation, or for carrying into effect the provisions of any act of the legislature or by law of the corporation, or for the removal of such officers, but nothing in this act shall prevent any member of the corporation from acting as commissioner, superintendent or overseer, over any road or work undertaken and carried on, in part or in whole, at the expense of the corporation, and it shall be lawful for the municipality to pay such member of the corporation acting as such commissioner, superintendent or overseer"

The foregoing extract may suggest that in the past municipal engineers have not been of such frequent occurrence or importance as pound-keepers, etc., having been classed with the nameless "other officers" of corporations. In a great many of the smaller towns, although expending considerable sums on waterworks, drainage, road improvements, etc., no engineer is employed. A committee of the municipal council is given complete charge of certain work and proceed to carry their ideas into effect, or the whole matter may be left in the hands of the chairman, the other members of the committee being too busy or lacking in interest. If the chairman does not take personal charge of the work, he secures some other "practical" man to act as commissioner, superintendent or overseer, usually some ambitious carpenter or other mechanic. The proud possessor of a spirit level and a two-foot rule, and the work is proceeded with.

If, however, the work in hand is to be let by contract, and the "practical" man does not feel equal to the emergency of preparing specifications, an advertisement is prepared after the manner of the following printed in a late paper:

The Town of—contemplate building, during the coming summer, granolithic sidewalks of four (4) feet and upward in width, and will be pleased to receive suggestions and figures as to style of construction (specifications) and cost of same, from parties in that line of business

Cheap and durable walks are what are wanted.

It is not necessary to point out the defects in such a method of carrying on public works, except to say that the chances are that the honest contractors will be beaten and good work will not be secured. Undertakings of greater importance, such as waterworks and sewerage, are often advertised as open for tenders, each contractor to furnish his own plans and specifications, and the contract is awarded by a council composed, perhaps, of good business men, but men who know very little about the engineering questions involved.

\* Paper read before the Engineering Society of the School of Practical Science, Toronto, and printed by permission.

The favored contractor is profuse in his thanks to the Council for recognizing the advantages (?) of his tender, and takes the first opportunity of confidentially informing this body that it is entirely unnecessary to go to the expense of employing an engineer to see that the specifications are carried out. In other cases, after the contract is signed and an engineer appointed, it is found that the specifications are vague and full of loop holes, so that a large bill of extras is piled up and the contract settled by an expensive law-suit. The fact is that, except perhaps in a few of the larger cities, there is room for much improvement in the matter of designing and constructing public works in the different municipalities in the province.

The remedy for this state of affairs, the writer is convinced, does not lie in the way of legislation, as in this democratic country no coercive measures can be adopted even if the end is for the common good. Public opinion will have to be educated up to more reliance in permanent and responsible officers to take charge of the spending of public moneys. In this the rural municipalities are leading the way, for, through the working of the "Ditches and Water-courses Act" and the "Drainage Act," the township engineer has become a very useful officer, and in the matter of drainage is the recognized authority. Many of these men are engineers of experience, and practically all are Ontario Land Surveyors, possessing the qualifications necessary for this work. However, when we come to look into the question of engineering for the larger villages and towns, we find that little attention has been paid by engineers in this country to this class of work. The bulk of the students in the engineering colleges aspire to be electrical or mechanical engineers, and the few who take up civil engineering are looking forward to railway or government works, in spite of the fact that all these are much overcrowded. In municipal engineering there are still openings, but the young engineer should be qualified in practice as well as theory, in short, must be a "practical" man, and not afraid to commence like any young lawyer or doctor in some out of the way place, and grow up with the country. For a while, no doubt, he may have a struggle to make both ends meet, and may have to take up some other work not exactly of an engineering character, but which will add to his knowledge of business and municipal affairs. For instance, a case has come to the writer's notice where a young engineer performed the duties of assessor where he was located in the early days of his career, and has since risen to the top of the ladder, being chief engineer of one of the greatest railway systems on the continent. The municipal engineer, to succeed, must also be in a position to locate all the disputed property lines in his neighborhood, as well as prepare plans for registration of new surveys and new roads, etc. During the year's apprenticeship to some practising surveyor, the college graduate will

also add to the practical knowledge that he is assumed to have acquired in the vacations during the college course.

At present there is no organization in Ontario to bring municipal engineers together to read papers and discuss topics of mutual interest. The National Engineering Society, with headquarters at Montreal, does not fill this need and should not be expected to. A provincial organization seems to be necessary, such as the State Engineering Societies of Michigan, Illinois, Ohio, Indiana, Iowa, and other local engineering clubs. This society should have permanent headquarters in the provincial capital. It may be said that the Ontario Land Surveyors' Association already fills this need, and to a certain degree that is true, but many members of this association who are also engineers have so far silently endeavored to keep purely engineering questions in the background. Now that the attempt to form a close corporation of engineers in Ontario seems to have been abandoned, we may expect more attention to be paid to the consideration of the advisability of enlarging the scope of the Ontario Land Surveyors' Association so as to include municipal engineering, and thus aid in securing to municipalities competent men to design and construct their different public works.

### EXHIBIT OF ROAD MACHINERY.

At Cookstown, Ont., an exhibit of grading and road machinery was recently made by the Sawyer-Massey Company, of Hamilton, says a local paper. The work of the New Western Reversible machine was witnessed by a large number, among whom were representatives from the councils of the adjoining townships. The test was made in both gravel and hard clay, and in both cases the result was a smooth oval road (with the gravel in the centre) from which the water can run to the ditch from where it strikes the road, instead of running along for rods cutting furrows, as it now does in many places. The municipality of Essa has ordered two and Gwillimbury one of these machines from Mr. C. J. S. Banting, the local agent.

The pumping machinery for the Petrolia waterworks is situated at Perch, on Lake Huron, twelve miles from the town of Petrolia. It consists of two pumping engines and a high-class compound condensing Corliss, built by William Yates, of the London Machine Works, and the other a duplex, low duty, four-cylinder, compound condensing. The head of water under which they pump is 490 feet, nearly double that of any pumping system in Canada. They have been tested by Willis Chipman, C.E., of Toronto, and J. H. Killey, of Hamilton. The duty reported the high-class engine is 106,000,000 foot-pounds per 100 pounds of mixed coal, and for the low duty one, about 58,000,000. The engines ran through both tests without the slightest hitch.

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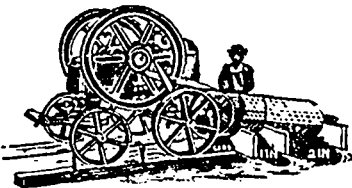
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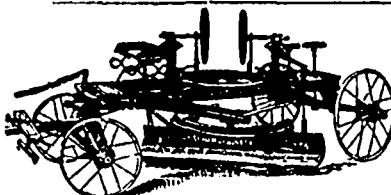
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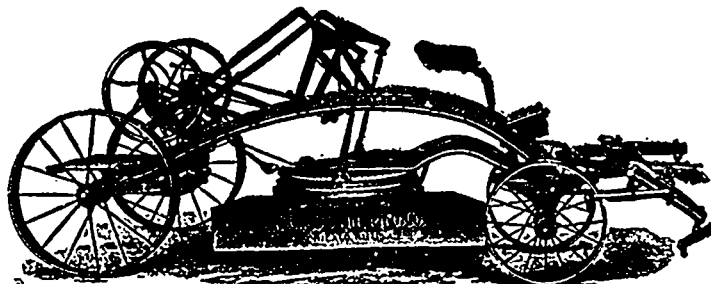
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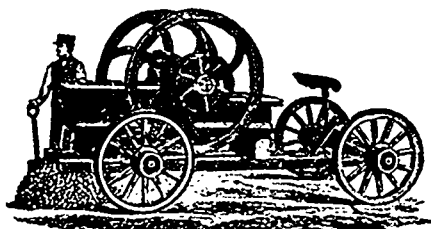
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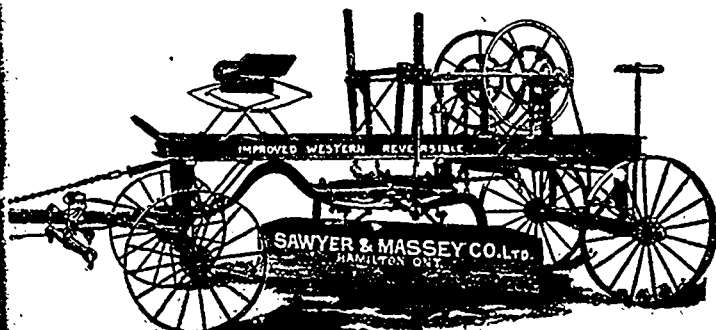
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