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# CANADIAN CONTRACT RECORD

A WEEKLY JOURNAL  
OF  
PUBLIC WORKS • TENDERS • ADVANCE INFORMATION • AND MUNICIPAL PROGRESS

EVERY SATURDAY

Vol. 3. Toronto and Montreal, Canada, December 17, 1892. No. 45

**THE CANADIAN CONTRACT RECORD,**  
PUBLISHED EVERY SATURDAY  
As an Intermediate Edition of the "Canadian Architect and Builder."  
Subscription price of "Canadian Architect and Builder" (including "Canadian Contract Record"), \$2 per annum, payable in advance.  
**C. H. MORTIMER, Publisher,**  
CONFEDERATION LIFE BUILDING, TORONTO  
Telephone 2362.  
64 Temple Building, Montreal.  
Bell Telephone 2199.  
Information solicited from any part of the Dominion regarding contracts open to tender.  
ADVERTISING RATES ON APPLICATION.

At its Convention held in Toronto, Nov. 20 and 21, 1889, the Ontario Association of Architects signified 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."  
Subscribers who may change their address should give prompt notice of same. In doing so, give both old and new address. Notify the publisher of any irregularity in delivery of paper.



## NOTICE TO ARCHITECTS.

### Enlargement of St. Lawrence Market.

The Corporation of the City of Toronto hereby offer to architects three prizes, viz.:—1st prize, \$500; and prize, \$300; 3rd prize, \$200; for plans, specifications, and estimates of the following work, viz:—  
(1) The remodelling of St. Lawrence Market building by taking away the east and west wings of the southern end of the building.  
(2) Remodelling of St. Lawrence Hall, by building a grand stairway, leading from the market to the south end of the hall, and provide public lavatories and other public conveniences.  
(3) Asphalting of the Market Place, together with the streets abutting on the same.  
(4) Providing suitable places in the present City Hall when the same becomes vacant, for selling butter, eggs and poultry.  
(5) The question of the conversion of the Council Chamber into a hall for meetings of agricultural associations, etc.  
(6) The Drill Shed to be also utilized when it reverts to the city, for market purposes.  
Architects are not to consider themselves confined to these limits, but may use their own discretion as to best design. Prizes will be awarded for best plan at lowest cost.  
**JOHN BLEVINS,**  
City Clerk's Office,  
Toronto, November 25th, 1892.

## TENDERS WANTED.

Sealed tenders, addressed to the undersigned, will be received until  
**Tuesday, the 20th December inst.,**  
for the supply of the whole or any part of the furnishings required for the complete furnishing of the House of Refuge for the County of Oxford. Printed copies of conditions and particulars of requirements may be had by applying to the County Clerk.  
**JAMES WHITE,**  
County Clerk.  
Woodstock, Dec. 1st, 1892.

## PROVINCE OF QUEBEC ASSOCIATION OF ARCHITECTS.

The semi-annual examination of Candidates for the study of Architecture and Registration will be held on Thursday and Friday, the 26th and 27th days of January, in the Parliament Buildings, Quebec, at 10 a. m. each day.  
Candidates for preliminary examination or registration require to give one month's notice to the undersigned accompanied by the necessary fees.  
Fees for preliminary examination \$10 00  
Fees for registration 25 00  
**ALEX. C. HUTCHISON,**  
Secretary P. Q. A. A.  
181 St. James St., Montreal.

## CONTRACTS OPEN.

**HULL, QUE.**—The Council have decided to purchase a quantity of lead pipe.  
**SWANSEA, ONT.**—A foundry will be added to the works of the Ontario Bolt Works.  
**WOODSTOCK, ONT.**—The Great Western mills, recently destroyed by fire, will be rebuilt by Thos. McDonald.  
**KAZAHAZUA, QUE.**—Mr. Pritchard has given a piece of land on which to erect a new Anglican Church, Rev. W. C. Keene, rector.  
**CARMAN, MAN.**—The Farmers' Elevator Company are considering the erection of a flour mill in connection with the elevator, to cost \$51,000.  
**CARLTON PLACE, ONT.**—Messrs. Gillies Bros. contemplate building an immense iron furnace at their Braside mills, similar to that of the Canada Lumber Co.  
**LAPRAIRIE, QUE.**—The time for receiving tenders for the construction of a hot water heating apparatus in the Post-office building has been extended to the 28th inst.  
**ST. JOHN, N. B.**—C. P. R. engineers have begun the work of laying out the site for the proposed elevator to be erected at Sand Point. The plans are expected daily from Montreal.  
**SMITH'S FALLS, ONT.**—The Smith's Falls Electric Power Company, which has recently been incorporated, will next year erect a new flume and buildings, to be fitted with the most improved electric machinery.  
**KINGSTON, ONT.**—Messrs. A. G. Thompson and F. M. Darracott, of White Plains, N. Y., are said to have decided on the erection of a large hotel at Bostwick Island, near Gananoque. It will contain 200 rooms and is estimated to cost \$25,000.  
**WATERLOO, ONT.**—Mr. Bowman, C. E., has prepared an estimate of the cost of a sewer-

age system for this town. The figures given are as follows: Main sewer, \$10,500, sewerage farm \$1,500, preparing land for irrigation, \$3,000, making a total of \$15,000.  
**HALIFAX, N. S.**—At the last meeting of the City Council it was decided to instruct the Board of Works to call for tenders for the construction of a main sewer on Lower Water Street, also for the paving of the same street with concrete foundation.  
**WINDSOR, ONT.**—Mr. Joseph S. Visger, real estate dealer of Detroit, will erect a brick block on McDougall Street, this town, extending from William to Arthur Street, to cost \$30,000. It will be three storeys high and contain 15 steres. A. C. Varny & Co., are the architects.  
**CHARLOTTETOWN, P. E. I.**—Mr. J. W. Morrison, Secretary of Public Works, will receive tenders until Wednesday, the 4th of January, for the building of a new bridge in Queen's County. Plans to be seen at the store of Messrs. Chas. Taper & Co., Bradallane, and at this office.  
**VICTORIA, B. C.**—Messrs. McPhillip, Weaton & Barnard, give notice that they will apply to the British Columbia legislature for an act to incorporate a company to build a railway from some point at the foot of Okanagan lake to some place on the Kettle River near where it crosses the international boundary.  
**VANCOUVER, B. C.**—The prospect of a dry dock at this place has been revived, the old company having made a proposition to build a dry dock and arsenal at a cost of \$1,500,000, provided the city will give a bonus of \$200,000, and exemption from taxation. The matter was discussed at a public meeting held recently, at which a resolution favoring the enterprise was passed. The dry dock is to be 600 feet long.  
**WINNIPEG, MAN.**—Hon. Mr. Sifton has stated that plans are now in course of preparation for the new court house, and a building will be erected costing in the neighborhood of \$80,000.—Mr. L. H. Wheeler, architect, will receive tenders until Wednesday, the 28th inst. for the erection of a solid stone and brick warehouse on Princess Street for Messrs. Carscaden, Peck & Co.  
**LONDON, ONT.**—The G. T. R. Company will shortly erect a round house near the tunnel.—Mr. A. O. Graydon, architect, will receive tenders until Wednesday next, 21st inst. for the heating and ventilation of the addition to the Collegiate Institute.—The City Engineer has granted the following building permits: Geo. H. Belton two-storey brick house, corner of King and Wellington Streets, cost, \$3,000. Geo. Howe, two storey brick house, Dunlask Street east, cost \$3,000; John Purdon, two-storey brick house, on King Street, between Waterloo and Colborne Streets, cost \$4,000.  
**OTTAWA, ONT.**—The Secretary of the Department of Public Works will receive tenders until Tuesday, the 20th inst., for the construction of an Isolated Block at Yamachiche, County of St. Maurice, Quebec.—The site of the new Gattineau Bridge has been definitely located. It will be built opposite the Grey Nunnery, work on which will be commenced at once.—Mr. E. P. Hannaford, engineer of the Grand Trunk Railway, was in the city recently in connection with the con-

struction of the proposed swing bridge at Fenelon Falls.—Plans have been prepared by the Department of Public Works for the quarantine station to be erected at Lawlor's Island, Halifax Harbor. It is also the intention to erect suitable buildings and a deep water wharf at that place, the cost of which is estimated at \$30,000.  
**MONTREAL, QUE.**—At the last meeting of the Catholic School Commissioners the building committee reported in favor of rebuilding the Montcalm School on the corner of Mignonne and St. Hubert Streets, the new building to be 123 x 78 feet, four storeys high, built of stone, and to have accommodation for 750 pupils. The cost is estimated at \$55,080. The report was adopted by the Commissioners and plans will be prepared accordingly.—The Town Council of Ste. Cugonde has authorized the Mayor to sign the contract with the City of Montreal for the construction of Woodstock Street sewer.—The Fire Committee has decided to ask the City Council for the St. Anne's Market site for the building of a new fire station. It was also decided to ask for tenders for building the new extension ladder invented by Fireman Collette.  
**HAMILTON, ONT.**—A number of pavements will have to be renewed during the coming year. It is the intention of the City Engineer to recommend the use of Trinidad asphalt.—The sub-committee of the Collegiate Institute Board appointed to look into the question of increased accommodation, have recommended that a site should be procured and a new collegiate institute built. The Chairman stated that a suitable stone building would cost from \$72,000 to \$80,000. One of brick would cost \$38,000 to \$45,000. To alter the present institute would cost \$40,000 for brick and \$50,000 for stone. The Board decided to have the matter laid over until next meeting.—The Central Fair Agricultural and Industrial Association have requested the Council to submit a by-law to the ratepayers granting the sum of \$55,000 towards the cost of the buildings to be erected in the Association's grounds.—A new Roman Catholic church will be built at the corner of Locke and Herkimer Streets for the congregation of St. Joseph's Church.—Building permits have been granted as follows: Bush and Hennesy, pair of two-storey brick dwellings on Ontario avenue, cost \$3400. John Hennesy, one two-storey brick dwelling on the southwest corner of Kent and Hannah Streets, cost \$1700.  
**TORONTO, ONT.**—The City Engineer has reported that the widening of the Queen Street Subway at the east and west ends, together with grading will cost \$45,000.—Messrs Voorhees & Co., of New York, have purchased the property at the corner of Simcoe and Wellington Streets, on which stands the York House, and, it is said, will erect a biscuit factory on the site.—The approximate estimate of the cost of repaving all the remaining track allowances is \$550,000. The Council decided that legislation be sought to enable the city to raise the amount.—The Superintendent of Waterworks has recommended the construction of a 36-inch discharge main for the new engine, from Front Street to the Esplanade.—Half of the \$150,000 voted to improve and erect buildings for the Industrial Exhibition Association remains unexpended, and large rows of stables will be erected with the bal-

ance. Works on these will probably be commenced in the spring.—The City Engineer has prepared a report on the construction of a trunk sewer, which will probably be presented at a meeting of the Works Committee of the City Council to be held next week. He estimates the cost of carrying out the scheme at \$1,000,000.—A meeting of prominent citizens was held a few days ago to discuss the proposition made by Mr. H. A. Massey to erect a fine music hall to cost \$100,000, and a committee was appointed to devise a scheme to secure its erection.—The following building permits have been granted: C. J. Holman, 131 Bloor st. w., det. 2 story and attic bk. dwelling, Lowther ave. opposite Admiral Rd., cost, \$8,000; Mrs. E. Shingler, s. e. cor. Lansdowne ave. and Manon st., cost \$3,000; Wm. Murray, 34 Wright ave., four det. 2 story and attic bk. dwellings, 163-9 Close ave, cost \$12,500, C. H. Hubbard, 2 story and attic bk. dwelling, 69 Grosvenor st., cost \$6,500.

FIRES.

The Catholic Presbytery at St. Andre, Que., was destroyed by fire Monday of last week. The loss is about \$7,000.—The James Hall at Toronto Junction was damaged by fire on Saturday last to the extent of \$2,000.—Rudd's carriage factory at Dresden was burned on Friday of last week. Loss \$4,000, insurance \$11,400.—Mickle, Dymet & Sons saw and shingle mill was burned to the ground at Barrie, Ont., on Saturday last. The mill was erected five years ago, and cost \$25,888.—A four-story building on Pearl street, Toronto, owned by Mr. George Proctor, proprietor of the Bay Tree Hotel, was entirely gutted by fire on Wednesday last. The loss on the building is estimated at \$10,000, the insurance being \$4,000.—A brick house on Queen street, London, owned by Phillip McKenzie, was destroyed by fire on Tuesday last. Loss \$1,200; insurance, \$650.

CONTRACTS AWARDED.

PEMBROKE, ONT.—The Town Council has awarded the contract for the construction of a system of waterworks to Messrs. T. & W. Murray, of this town. The contract price is \$45,300.

NIAGARA FALLS, ONT.—Messrs. Wm. Kennedy & Sons of Owen Sound, have been awarded the contract for the turbine wheels to run the dynamos for the electric railway now under construction.

OTTAWA, ONT.—The Public Works Department have awarded contracts for the erection of public buildings at Lunenburg, N. S., and Chatham, N. B., to the Oxford Furniture Company and Joseph Ireen, respectively. The buildings will cost about \$25,000 each.

PUBLICATIONS.

One of the most attractive and best arranged catalogues that have come under our notice of late is that just issued by the Toronto Steel Clad Bath and Metal Co.

It is well known that heat is often the means of facilitating the operations which in nature under ordinary temperatures take much longer periods. In a paper read before the American Society of Engineers on the use of hot or boiling tests for Portland cement for producing changes in its volume, the following reference was made to the work in the Dock Department of New York. It is well understood that any changes in cement must finally produce disintegration, and hot or steam tests were suggested. The method of hot testing now practiced by the Docks Department, New York, is as follows: Six pats

or cakes of pure cement and water, about one-half inch thick and three inches in diameter, are moulded on thin glass plates; No. 1 is at once put in a steam bath with a temperature of 195° to 200° Fahrenheit; No. 2 is put in as soon as it is set hard enough to bear the one pound wire; No. 3 is put in after twice the time for No. 2; No. 4 is put in at the end of twenty-four hours; No. 5 is put in fresh water at 60° Fahrenheit; No. 6 is kept in moist air at 60° Fahrenheit. The first four are each kept in the steam bath for three hours, and then immersed in water of 2000° Fahrenheit temperature for twenty-one hours, after which time they must show no swelling, cracks or distortion, and must adhere to the glass plates, but the latter requirement is not insisted upon. In another test for checking or cracking, a cake of neat cement is moulded on glass, and is made two inches or three inches in diameter, one-half inch thick in the middle and with very thin edges. After being allowed to set for three hours in moist air at 2000° Fahrenheit, it is kept in boiling water for twenty four to forty-eight hours, at the end of which time it must adhere to the glass and show no cracks or distortion.

A liquid glue for joining wood to metals may be prepared, says M. Heez, by a mixture of 100 parts clear gelatine, 100 parts cabinet makers' glue, 25 parts alcohol, and two parts alum, the whole mixed with 200 parts of twenty per cent. acetic acid, and heated on a water bath for six hours. It possesses great resistive power

BUSINESS DIFFICULTIES.

Messrs. J. Bedford & Sons, builders and contractors, Toronto, are in financial difficulties. The liabilities are placed at \$9,000 and the assets \$14,000.

Messrs. H. R. Ives & Co., of Montreal, have found it necessary to make an assignment. The financial statement shows a nominal surplus of \$150,000 over liabilities.

MUNICIPAL DEPARTMENT.

ARTIFICIAL PAVING STONES.

M. Rast and S. Aufschlaeger prepare artificial paving stones of great hardness and elasticity, according to the following process. Best quality of porcelain cement, green furnace slag sand, pure quartz sand, pure basalt gravel and pure granite gravel, are reduced to as uniform a grain as possible, i. e., the coarser particles are removed. The separate constituents are then mixed, moistened and rammed in a mould. After being thoroughly compressed, the material in the moulds is brought under a press, and the stones are finished. When taken from the moulds, the stones are for a few days exposed to the air and then for a few days placed in water. After being taken from the water they are stored for two months in the air, when they are ready for paving.

WIDE TIRES DEMANDED.

At a recent meeting of the Chicago Council Alderman Mann introduced a resolution to widen the tires on traffic wagons. He says the streets in residence portions of the city are being destroyed by heavily loaded vehicles tired with iron as narrow as two inches. "I have seen many wagons loaded with from three to four tons of World's Fair material dragged through our streets by two and three teams," said the alderman. "Many of these wagons had wheels with two-inch tires and they cut right into the pavement."

THE CAMERA IN ROAD SURVEYING.

In our issue of July 2nd a description was given of the methods of using a photographic camera in topographical surveying. There is evidently an increasing use of the camera and it is accordingly of interest to learn that the Massachusetts State Highway Commission proposes to make use of it in gathering facts about the conditions of the common roads within the State. Under the auspices of the commission a photographic survey of the main highway from Boston to Worcester has been made and this work is now being continued to Springfield. The surveyor is Chas. L. Weeks, of Chelsea, Mass., a graduate of Dartmouth Scientific School and a special student of geology and surveying. Mr. Weeks has devoted especial attention to photography as an adjunct of surveying. He travels on a bicycle in making the survey, and whenever there is a change in the character of the road he takes a view, preferably a time exposure, taking at the same time measurements of the width of the road, the slope on each side from the crown to the edge of the travelled part, and the uniformity of the shape. He also bores into the ground so as to get a sample of the material of which the road is made. It is said by the Springfield Republican, from which these notes of the survey are taken, that very little of the road which has been photographed is such as a skilled engineer would approve. —Engineering Record.

County Clerk's Office  
Windsor, Ontario 23<sup>rd</sup> Nov 1892

Dear Sir

Replying to your enquiry  
respecting the value of "The Contract Record"  
as an advertising medium for Public Works  
I have pleasure in stating that having used  
by direction of the Council of this County  
and some of their Committees "The Contract  
Records" upon several occasions during the  
past year. The results have uniformly been  
satisfactory - that for less money than had  
hitherto been paid for similar services we were  
able to reach the parties to whom we desired  
to speak and that in every instance tenders  
were received and contracts made with "The  
Contract Record" as the only advertising medium

Respectfully Yours  
James White  
Collector  
C. H. Mortimer Esq  
Contract Record  
Toronto  
J. W. H.

**MUNICIPAL ENGINEERS, CONTRACTORS, AND MATERIALS.**

**LEGAL DECISIONS AFFECTING MUNICIPALITIES.**

The Supreme Court of Indiana held, in *The City of Fort Wayne vs. Lake Shore & Michigan Southern Railway*, that while cities have a general power to construct and open streets, and this carries with it authority to construct them across railroad tracks under ordinary circumstances, they cannot, without express authority from the legislature, open and construct a street longitudinally along a railroad track or across the tracks where the use of such street would be destructive of the use of the tracks in the manner of their use at the time of the attempt to open the street.

**GOODERHAM V. CITY OF TORONTO.**  
Sec. 62 of R. S. O., c. 152, which provides that all allowances for streets surveyed in cities or any part thereof which have been or may be surveyed and laid out and laid down on the plans thereof, and upon which lots of land fronting upon such allowances for streets have been or may be sold to purchasers, shall be public highways and streets and commons, is retroactive and applies to streets laid out on plans made and registered before the passing of the act. A piece of land in Toronto of about twenty acres in extent, was, in 1854, surveyed and laid out in lots and streets, and a plan was duly registered. Certain lots were sold and were conveyed according to the plan, but were afterwards repurchased by the original owners of the piece of land, predecessors in title of the plaintiffs, and the whole piece was then fenced in and used as a field until 1888, when the city, without passing any by-law proceeded to open the streets. Held by the Court of Appeal that the streets shown on the plan were highways which the city was entitled to open, but that a by-law was necessary.

Hill Tout, City Engineer of Guelph, Ont., has resigned, the city council having concluded to dispense with the services of an engineer.

**DEBENTURES WANTED.**

Municipalities issuing debentures, no matter for what purpose, will find a ready purchaser by applying to **G. A. STYMON, 9 Toronto Street, Toronto.** N.B.—Money to loan at lowest rates on first mortgage.

**R. E. H. BUGNER,**

39 Adelaide St. East, - TORONTO.

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**H. WILLIAMS & CO.,**

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4 Adelaide Street East, - TORONTO.

**THOROLD CEMENT**

WELLAND CANAL ENLARGEMENT.  
RESIDENT ENGINEER'S OFFICE.  
WELLAND, April 17th, 1884.

**JOHN BATTLE, Esq., Thorold**  
Dear Sir,—Yours of yesterday, relative to Thorold Hydraulic Cement, is received. In reply, I beg to say that my tests of the Thorold Hydraulic Cement have extended over a period of twenty-eight years, and have been on a large scale, as exemplified in the locks, bridges, culverts and other masonry on the Welland Canal and Welland Railway, and that the record, which has been invariably satisfactory, is to be found in examination of the structures. The necessary tearing down of masonry and concrete, during the Welland Canal Enlargement, has afforded abundant evidence of the reliability of the Thorold Hydraulic Cement, both in masonry and concrete, and above and under water. I desire no better cement for the class of work referred to

I am, dear sir, yours truly,  
**W. G. THOMPSON,**  
Resident Engineer.

**ISAAC USHER & SON,**  
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**QUEENSTON CEMENT**

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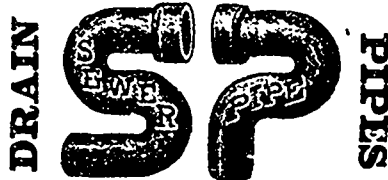
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Double Strength for railway culverts, etc.

*Sewer Bottoms or Invert Blocks, Cement.*

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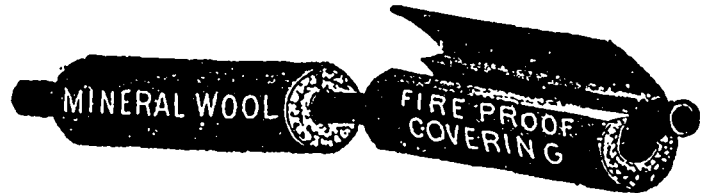
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Also all places of heavy and light traffic.

The only Genuine Vitrified Brick. The best in the world for Sidewalks & Street Crossings  
**FRONT-PROOF, WATER-PROOF, TIME-PROOF**

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PRICES ON APPLICATION.

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TELEPHONE 2147.

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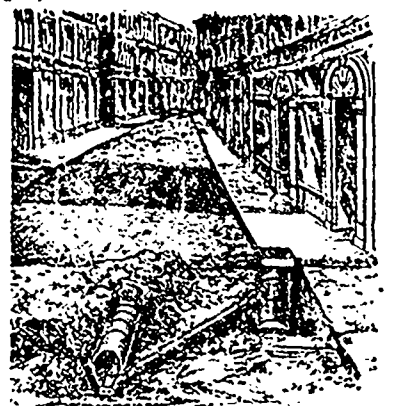
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Viaducts, Piers, Roofs, Turntables and Girders in Steel and Iron.  
Tension members forged without welds. Riveting done by hydraulic or compressed air mach. etc. Specialties: Good workmanship and strict adherence to specifications and drawings.  
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VITRIFIED CLAY SEWER**

**CAST IRON STREET GULLEY.**

Over 5000 Gulleys are now in use in the following towns: Montreal, Toronto, Ottawa, Quebec, St. Cuneo, St. Henri, Sherbrooke, Green Mount, Sarnia, Cote St. Antoine, Sherbrooke, London, New Glasgow, N.S. A saving of \$22 on each gulley over the brick gulleys.



**LEWIS SKAIFE,  
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New York Life Building, - MONTREAL.  
AGENT.**

**Prices of Building Materials.**

LUMBER.  
CAN OR CARGO LOTS.

	Toronto.	Montreal.
1 1/2 x 2 clear picks, Am. ins.	30	30
1 1/2 x 2 three upper, Am. ins.	37	40
1 1/2 x 2 pickings, Am. ins.	27	27
1 inch clear	52	50
1 x 10 and 12 dressing and better	18	20
1 x 10 and 12 m. m.	13	14
1 x 10 and 12 common	14	16
1 x 10 and 12 common	12	13
1 x 10 and 12 spruce culls	11	11
1 x 10 and 12 maple culls	9	9
1 inch clear and pickings	28	30
1 inch dressing and better	18	20
1 inch siding, mill run	16	14
1 inch siding, common	12	12
1 inch siding, ship culls	10	11
1 inch siding, mill culls	8	9
Cull scantling	8	9
1/2 and thicker cutting up plank	22	22
1 inch strips, 4 in. to 6 in. mill	14	15
1 inch strips, common	14	15
1/2 inch flooring	14	15
1/2 inch flooring	14	16
XXX shingles, sawn, per M	23	23
XX shingles, sawn	13	13
YARD QUOTATIONS.		
Mill cull boards and scantling	10	10
Shipping cull boards, promiscuous widths	13	13
Shipping cull boards, stocks	16	16
Hemlock scantling and joist up to 16 ft.	11	12
Hemlock scantling and joist up to 18 ft.	12	13
Hemlock scantling and joist up to 20 ft.	13	14
Scantling and joist, up to 16 ft.	14	14
" " " " " " " "	15	15
" " " " " " " "	16	16
" " " " " " " "	17	17
" " " " " " " "	19	19
" " " " " " " "	21	21
" " " " " " " "	23	23
" " " " " " " "	25	25
" " " " " " " "	27	27
" " " " " " " "	29	29
" " " " " " " "	31	31
" " " " " " " "	33	33
" " " " " " " "	35	35
" " " " " " " "	37	37
" " " " " " " "	39	39
" " " " " " " "	41	41
" " " " " " " "	43	43
" " " " " " " "	45	45

	Toronto.	Montreal.
Cutting up planks, 1 1/2 and thicker, dry	25	26
Cutting up planks, 1 1/2 and thicker, loose	18	18
Clear for block paving, per cord	5	5
Cedar for Kerbing, 4 x 14, per M	14	14
B. M.		
1 1/2 in. flooring, dressed, F.M.	31	31
1 1/2 inch flooring, rough, F.M.	28	28
1 1/2 " " dressed, F.M.	30	30
1 1/2 " " undressed, F.M.	19	19
1 1/2 " " dressed	28	28
1 1/2 " " undressed	15	15
Headed sheeting, dressed	22	22
Clapboarding, dressed	22	22
XXX sawn shingles, per M	25	25
Sawnlath	2	2
Red oak	30	30
White	35	35
Basewood, No. 1 and 2	18	18
Cherry, No. 1 and 2	20	20
White ash, No. 1 and 2	25	25
Black ash, No. 1 and 2	18	18
Dressing stock	16	16
Picks, American inspection	40	40
Three upper, Am. inspection	50	50
BRICK—P. M.		
Common Walling	7	6
Good Facing	9	8
Sewer	8	9
PRESSED BRICK, PER M:		
Plain brick, f. o. b. at Milton	18	20
" " " " " " " "	14	14
" " " " " " " "	10	10
Hard Building	9	9
Moulded and Ornamental, per 100	7	7
Roof Tiles	74	74
Diamond locking tile	16	16
First quality, f. o. b. at Campbellville		
2nd quality, f. o. b.	18	20
" " " " " " " "	14	14
" " " " " " " "	11	11
Ornamental, per 100	3	3
Tiles	24	24
Plain brick, "A" f. o. b. Don Valley		
" " " " " " " "	16	16
" " " " " " " "	13	13
Trojan or Buff	24	24
Ornamental, per 100	3	3
Plain brick, f. o. b. Port Credit		
" " " " " " " "	18	18
" " " " " " " "	13	13
" " " " " " " "	10	10
Hard Building	8	8
Ornamental per 100	3	3
SAND.		
Per Load of 1 1/2 Cubic Yards	12	12
STONE.		
Common Rubble, per ton, delivered		
Hicks, W. Stevens	14	14
Large flat Rubble, per ton, delivered	18	18
Foundation Blocks, per c. ft.	50	50
Kent Free-tone Quarries, Muncion, N. B., per cu. ft., f. o. b.	1	1
River John, N. S., brown Freestone, per cu. ft., f. o. b.	80	95
New York Blue Stone	64	75
Granite (Stanstead) Ashlar 6 in. to 12 in., five qtr., per ft.	70	80
Mowat Free-tone Quarries, Credit Valley Rubble, per ton, delivered	13	14
Credit Valley Brown Coursing, per superficial yard	2	2
Credit Valley Brown Dimension, per cubic foot	90	90
Credit Valley Grey Coursing, per superficial yard	1	1
Credit Valley Grey Dimension, per cubic foot	75	80
Madoc Rubble, delivered, per ton	14	14
Madoc dimension floating, f. o. b. Toronto, per cubic ft.	20	32
Ohio Freestone, No. 1 Blue Promiscuous, f. o. b.	60	60
No. 1 Blue Dimension	65	65
No. 1 Buff Promiscuous	80	80
No. 1 Buff Dimension	85	85
The above prices means freight and duty paid.		
2 in. sawed flagging per sq. ft.	11	11
3 1/2 " " " "	13	13
4 " " " "	15	15
5 " " " "	17	17
Duty to be added to these prices.		
Quebec and Vermont rough granite for building purposes, per c. ft., f. o. b. quarry	33	35
For ornamental work, cu. ft.	35	35
Granite paving blocks, 8 in. to 12 in. x 6 in. x 4 1/2 in., per M	50	50
Granite curbing stone, 6 in. x 20 in., per lineal foot	70	70
SLATE.		
Roofing (# square).		
" " red	14	16
" " purple	9	8
" " unslating green	8	6
" " black	7	7
Terra Cotta Tile, per sq.	22	22
Ornamental Black Slate Roofing	7	7
PAINTS. (In oil, # lb.)		
White lead, Can., per 100 lbs.	6	6
" " zinc, Can., " "	6	6
Red lead, Eng.	3	3
" " venetian, per 100 lbs.	1	1
" " vermilion	90	90
" " Indian, Eng.	10	10
Yellow ochre	5	4
Yellow chrome	15	15
Green chrome	7	7
" Paris	2	2

	Toronto.	Montreal.
Black, lamp	15	12
Blue, ultramarine	15	12
Oil, linseed, raw & imp.	65	61
" " refined	78	66
Putty	24	24
Whiting, dry, per 100 lbs.	75	60
Paris white, Eng., dry	9	9
Litharge, Am.	6	6
Sienna, burnt	15	12
Umber	12	12
CEMENT, PORTLAND, etc.		
Cement, Portland, per bbl.	60	60
" " Thorold	1	1
" " Queenston	1	1
" " Niagara	1	1
" " Ontario	1	1
" " German	65	85
" " London	65	80
" " Newcastle	65	80
" " Belgian	65	80
" " Canadian	65	80
" " Roman	65	80
" " Parisian	65	80
" " Superfine	65	80
Kaene's Coarse "Whites"	65	80
Calced plaster, per barrel	1	1
Fire Bricks, Newcastle, per M	20	24
Scotch	10	10
Lime, Per Barrel, Grey	6	6
Plaster, Calced, N. S.	2	2
Hair, Plasterers', per bag	80	100
HARDWARE.		
Cut nails, 5 d & 6 d, per keg		
Steel	2	2
CUT NAILS, PRICE AND CUT SPIRES.		
40d, hot cut, per 10 lbs	1	1
30d	1	1
20d, 1st and 2d, hot cut, per 20 lbs	15	15
rod, ho. cut, per 100 lbs	20	20
8d, 9d	25	25
6d, 7d	40	40
4d to 3d	60	60
3d	100	100
2d	150	150
4d to 3d cold cut, not polished or blued, per 10 lbs	10	50

	Toronto.	Montreal.
3d to 3d cold cut, not polished or blued, per 100 lbs	90	90
FINK BLIND NAILS.		
3d, per 100 lbs	1	1
6d and 7d	1	1
4d to 5d	1	1
CARING AND BOX, FLOORING, SIKON AND TOBACCO BOX NAILS.		
2d to 3d, per 100 lbs	50	50
10d	60	60
8d and 9d	75	75
6d and 7d	90	90
4d to 5d	110	110
3d	150	150
FINISHING NAIL.		
3 1/2 inch, per 100 lbs	85	85
2 1/2 to 3 1/2	100	100
2 to 2 1/2	110	110
1 1/2 to 2 1/2	135	135
1 1/4	175	175
1	225	225
SLATING NAIL.		
5d, per 100 lbs	85	85
4d	85	85
3d	125	125
2d	175	175
COMMON BARRIK NAILS.		
1 inch, per 100 lbs	150	150
3/4	175	175
3/8	225	225
CLINCH NAILS.		
3 1/4 and 2 1/4 inch, per 100 lbs	85	85
2 1/2 and 2 1/4	100	100
2 and 2 1/4	115	115
1 1/2 and 1 1/4	135	135
1 1/4	175	175
1	225	225
SHARP AND FLAT FINISHED NAILS.		
3 1/4 and 2 1/4 inch, per 100 lbs	135	135
2 1/2 and 2 1/4	165	165
2 and 2 1/4	185	185
1 1/2 and 1 1/4	250	250
1 1/4	300	300
Structural Iron.		
Steel beams, per 100 lbs	275	275
" channels	285	285
" angles	290	290
" tees	280	280
" plates	255	255
Sheared steel bridge plate	235	235

**INDEX TO ADVERTISEMENTS**  
In the "Canadian Architect and Builder."

<b>Architects.</b>	<b>Cements.</b>	<b>Galvanized Iron</b>	<b>Plumbing Supplies</b>
Ontario Directory III	Adams & Co. VIII	D. Douglas & Plunkett XIV	Garth & Co. I
Quebec Directory VII	Bremner, Alex. III	Hedges & Larkin XIV	Malcolm, W. B. I
<b>Architectural Sculptors and Carvers.</b>	Currie & Co. W & F. P. XIV	Tucker & Dillon XIV	Sanitas Mfg. Co. V
Arnovsky, H. H. IV	Hyde & Co. F. XIV	<b>Heating.</b>	St. Johns St. ne China-ware Co. III
Hicks, W. Stevens. XIV	McNally & Co., Wm. X	Burroughes & Co. W. J. X	Toronto St. el. Clad Bath & Metal Co. III
Holbrook & Mollington. II	Maguire, Wm. XIV	Guthrie & Co., E. & C. II	<b>Roofing Materials.</b>
Turner, Frederic. XIV	Morris, E. D. XIV	Guthrie & Co., W. J. X	McArthur & Co., Alex. VII
Wagner, Zeidler & Co. XIV	Morrison & Co., T. A. II	Ives & Co., H. R. IV	Merchant & Co. IV
<b>Architectural Iron-Work.</b>	Rathbun Co. VIII	King & Son, Warden. XV	Metallic Roofing Co. VI
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Wagner, Zeidler & Co. II	Copland & Co. II	Ives & Co., H. R. IV	Ives & Co., H. R. IV
<b>Alabastine.</b>	Rowe, Geo. XIV	<b>Iron Pipe.</b>	Metallic Roofing Co. VI
The Alabastine Co., Paris, Limited. VII	<b>Cut Stone Contractors.</b>	King & Son, Warden. XV	Hutson, W. D. III
<b>Bricks (Pressed).</b>	Curtis & Rowe II	<b>Laundry Tubs.</b>	Rennie & Son, R. III
Beamsville Pressed Brick Co. VII	Isaac Bros. III	Forsyth, Robt. I	Stewart, W. T. III
Don Valley Pressed Brick Works. IX	Oakley & Holmes. II	Rice Lewis & Son. IV	Toronto Roofing Co. II
Milton Pressed Brick & Sewer Pipe Co. VIII	<b>Chimney Toppling.</b>	<b>Line and Stone.</b>	<b>Sanitary Appliances.</b>
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Morrison & Co., T. A. II	Currie & Co. W & F. P. XIV	Hyde & Co. F. XIV	Malcolm, W. B. I
Toronto Pressed Brick & Sewer Pipe Co. VII	Hamilton and Toronto Sewer Pipe Co. XI	Morris, E. D. XIV	St. Johns Stone China-ware Co. III
<b>Builders' Supplies.</b>	Maguire, Wm. XIV	Wright & Sons, C. H. XIV	Toronto Steel Clad Bath & Metal Co. II
Adams Mfg. Co. VIII	Milton Pressed Brick & Sewer Pipe Co. VIII	<b>Legals.</b>	<b>Shingle Stains.</b>
Bremner, Alex. III	The Ont. Terra Cotta Brick & Sewer Pipe Co. VII	Denton, Gods & Denton. X	Cabot, Samuel. I
Copland & Co. II	<b>Builders' Supplies.</b>	<b>Metallic Lath.</b>	<b>Stained and Decorative Glass.</b>
Currie & Co. W & F. P. XIV	Adams Mfg. Co. VIII	B. Greening Wire Co. IV	Cabot, Samuel. I
Hyde & Co. F. XIV	Bremner, Alex. III	Metallic Roofing Co. VI	Castle & Son. V
Maguire, Wm. XIV	Currie & Co. W & F. P. XIV	<b>Mortar Colors and Shingle Stains.</b>	Elliott & Son. V
Morris, E. D. XIV	Hamilton and Toronto Sewer Pipe Co. XI	Maguire, Wm. XIV	Faircloth Bros. V
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Rathbun Co. VIII	Adams Mfg. Co. VIII	<b>Ornamental Plasterers.</b>	Hobbs Hardware Co. XIII
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