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CANADIAN CONTRACT RECORD

A WEEKLY JOURNAL OF
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. 6.

SEPTEMBER 19, 1895

No. 33.

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

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NOTICE TO CONTRACTORS

Tenders will be received by registered post, addressed to the City Engineer, Toronto, up to 11 o'clock a.m. on **SATURDAY, SEPTEMBER 28TH, 1895**, for the following works:

ASPHALT PAVEMENT

on Wellesley Place, from Wellesley Crescent to lane.

Specifications may be seen and forms of tender obtained on and after Monday, Sept. 23rd, 1895, at the office of the City Engineer, Toronto.

A deposit in the form of a marked cheque, payable to the order of the City Treasurer, for the sum of 5 per cent. on the value of the work tendered for up to \$1,000, and 2½ per cent. on the value of the work tendered for over that amount, must accompany each and every tender, otherwise it will not be entertained.

The tenders must bear the bona fide signatures of the contractor and his sureties, or they will be ruled out as informal.

The lowest or any tender not necessarily accepted.

DANIEL LAMB,
Chairman of Committee on Works.
Committee Room, Toronto, Sept 18th, 1895.

TENDERS

Tenders for the various trades required in the erection of

ST. PETER'S CHURCH, GODERICH

will be received up to 5 p.m. on **THURSDAY, THE 19TH DAY OF OCTOBER.**

Tenders to be addressed to the Rev. F. West, Goderich, Ont.

The lowest or any tender will not necessarily be accepted.

Plans and specifications can be seen at the Presbytery, Goderich, Ont., and at the office of

POST & HOLMES, Architects,
Manning Arcade, Toronto.



Sealed Tenders addressed to the undersigned, and endorsed "Tender for Superstructure Burlington Bridge," will be received at this office until Tuesday, the 15th day of October next, inclusively, for the construction and erection of the superstructure of a highway swing bridge over the Burlington Channel, near the City of Hamilton, Ontario, according to plans and a specification to be seen at the Custom House, Hamilton, and at the Department of Public Works, Ottawa.

Tenders will not be considered unless made on the form supplied, and signed with the actual signatures of tenderers.

An accepted bank cheque, payable to the order of the Minister of Public Works, for the sum of twelve hundred dollars, (\$1200.00), must accompany each tender. This cheque will be forfeited if the party decline the contract or fail to complete the work contracted for, and will be returned in case of non-acceptance of tender.

The Department does not bind itself to accept the lowest or any tender.

By order,
E. F. E. ROY,
Secretary.

Department of Public Works,
Ottawa, August 22nd, 1895.

BUSINESS NOTES.

John Fullerton, contractor, Victoria, B. C., is reported to have left town.

A. T. Avans, planing mill, Kincardine, Ont., has assigned to J. M. Stewart.

Louis Boivin, contractor, of Quebec, is reported to be in financial difficulties.

Golipeau & Boyer have registered partnership as contractors in Montreal.

W. R. Talbot, wall paper and painter, Winnipeg, Man., is reported to have assigned.

T. and C. Baker, of Arnprior, Ont., are about to establish tile works at Casselman, Ont.

Hausen & Tresidder have formed a partnership in Montreal as contractors and builders.

Vezina & Descroiselle, tin-smiths, Montreal, have been succeeded by Joseph Vezina & Co.

Arthur Gibeau, contractor, St. Isidore, Que., is reported to have assigned, with liabilities of \$5,000.

W. McRae & Co., cements and contractors' supplies, Ottawa, are reported to be in financial difficulties.

F. Martin and A. Cartiere, contractors and builders, Montreal, have registered a partnership under the style of Martin & Carriere.

CONTRACTS OPEN.

TWEED, ONT.—P. L. Charman will erect a new hotel.

SOUTHAMPTON, N. S.—Johnson Harrison is building a new residence.

GODERICH, ONT.—A new Roman Catholic church is to be built here.

SOURIS, MAN.—Dr. Hughes is having the site prepared for a new building.

PALMERSTON, ONT.—The G. T. R. will be asked to build a new station here.

TILBURY, ONT.—A by-law to extend the waterworks system has been carried.

SAWYERVILLE, QUE.—The Cookshire Mill Co. will rebuild their saw mill at once.

TOTTENHAM, ONT.—Plans and estimates are wanted for a system of waterworks.

NANAIMO, B. C.—The Union Brewery Company intend erecting a branch brewery at Union.

MECHANICSVILLE, ONT.—Several of the parties recently burned out are making preparations to rebuild.

SHAWVILLE, QUE.—Robert Hobbs has commenced excavating for a new dwelling house on Main street.

LACHUTE, QUE.—E. J. Rainboth, of Ottawa, has offered to construct a waterworks system for \$42,676.

BARRIE, ONT.—A vote of the ratepayers will be taken in January on a by-law to establish an industrial school.

BELLEISLE CREEK, N. B.—A meeting of Methodists will be held shortly to consider the erection of a parsonage.

HERBERTVILLE, QUE.—The Co-operative Telephone Co. has been formed to build and operate a telephone line.

VANCOUVER, B. C.—G. F. Mouckton has asked the City Council for a bonus towards the erection of a smelter here.

VICTORIA, B. C.—It is stated that the Columbia River Hydraulic Mining Company will put in a large plant on Smith Creek.

WALLACEBURG, ONT.—Ground has been broken for a new English church here. It will be of brick, 85x36 ft., and will cost \$4,000.

ST JOHN, N. B.—A J. Lordly & Co. have in contemplation the erection of a new furniture factory. Work will be commenced next spring.

ELMVALE, ONT.—Mrs. Stone is about to build a residence. Thos. Kennedy, architect, of Barrie, has prepared the plans. Estimated cost \$3,000.

WOODSTOCK, ONT.—The plans submitted by W. M. Davis, C. E., for the disposal of sewage in the northern part of the town has been adopted by the Council, and the work will be proceeded with at once.

PETROLEA, ONT.—Mr. Willis Chipman, C.E., of Toronto, has prepared a report on a waterworks system for the town, estimating the cost of a supply from Lake

Huron at \$100,000. Mr. Chipman will at once prepare a more detailed report as to cost, etc.

MARKHAM, ONT.—G. R. Vauzant has purchased a lot on Main street and is about to erect a large hardware store thereon, 65x24 feet with solid brick front.

GALT, ONT.—The proposed sewerage system is estimated to cost \$50,000, and will include six miles of sewers. A public meeting will be held shortly to consider the question.

ALMONTE, ONT.—The town is considering the installation of an electric light plant. Mr. H. O. Edwards, electrical engineer, was recently in town preparing an estimate of cost.

NELSON, B. C.—Tenders for supplying 10,000 firebricks, two tons of fire clay and 40 barrels Portland cement are invited until the 25th inst., addressed to H. R. Croasdaile, at the Hall Mines.

GRAVENHURST, ONT.—It is stated that the building of a new summer hotel is an assured fact. The site will be on part of the Paddington Green property, and will comprise upwards of seven acres.

MONCTON, N. B.—Judge W. W. Wells is contemplating large repairs on the Weldon property, which he recently purchased. R. C. J. Dunn, architect, of St. John, is now preparing plans for the repairs.

KINGSTON, ONT.—The cotton mill here was completely wrecked by a cyclone last week, and the repairs will cost upwards of \$70,000. T. Clyde's house on Jenkins street was also demolished. The cotton mill will be rebuilt at once.

BELLEVILLE, ONT.—The plans for a complete system of sewerage for the city as designed by Henry Carre, have been accepted by the Provincial Board of Health, and are being carried out under the Local Improvement Act.

LONDON, ONT.—A permit has been issued for the erection of an \$1,800 addition to St. Johns Episcopal church Sunday school.—The City Council will probably consider at an early date the construction of a complete sewerage system.

GUELPH, ONT.—G. R. Bruce, architect, is receiving tenders for an addition to the Victoria Rink.—Tenders for supplying numbers for houses and placing in position are invited by C. Peterson, Chairman Finance Committee, until the 30th inst.

ST. JEROME, QUE.—The Town Council have voted Smith, Fischel & Co., cigar manufacturers, of Montreal, a bonus of \$20,000 and exemption of taxes for fifteen years to move their factory to this town and steps will be taken immediately to build a large factory suitable for their business.

WEST ZORRA, ONT.—C. Ross, drain commissioner, is open to receive proposals until Monday, the 30th inst., for the construction of the Featherston drain, in lots 3, 4 and 5, concession 4 and 5, West Zorra, and until Tuesday, the 24th inst., for building the Moss drain, lots 15 and 16, concession 5 and 6.

HALIFAX, N. S.—At the last meeting of the City Council the City Engineer presented a report on sewerage extension, showing the length of sewers yet to be constructed to be 20,550 feet, and the estimated cost \$100,000.—The Dominion Government has requested the City Council to expend the sum of \$7,000 for paving Water street.

OTTAWA, ONT.—The Gatinéau Point Council have not yet awarded the contract for a waterworks system.—Tenders are being asked by the Department of Railways and Canals for the superstructure of a highway bridge over the canal at Burlington Beach, Hamilton. The contract for the substructure has been awarded to Mr. Webb, of Hamilton.

WINNIPEG, MAN.—Hugh McCowan, architect, is calling for tenders for the erection of an annex to the cold storage and packing house of J. Y. Griffin & Co., on the east side of Louise bridge.—The Board of Works has recommended that the City Council advertise for tenders for the construction of a sewer on Argyle street, from Point Douglas avenue to Henry street.

SANDWICH, ONT.—Tenders are invited until Monday, the 30th inst., addressed to Thos. McKee, County Clerk, for remodeling and repairing the court house and gaol in this town, for the erection of a gaoler's residence, and for steam heating apparatus for the court house and gaol, registry office, county treasurer's office and gaoler's residence. Plans may be seen at the county clerk's office and at the office of Mason & Rice, architects, 80 Griswold street, Detroit.

REVELSTOKE, B. C.—It is probable that an electric light plant will shortly be erected here, the motive power being obtained from the Illecillewaet River.—Preparations are being made by the C. P. R. for the erection of a new bridge across the Columbia river at this point, and it is expected that the work will be completed during the coming winter. The new structure will be a wooden one, similar to the bridge at present in use, which is the longest wooden bridge on the road, measuring over three-quarters of a mile.

WOODSTOCK, N. B.—The Mayor invites tenders until the 25th inst. for the construction of a partial system of sewerage, of which the following are approximate estimates of quantities: 250 feet of 20 inch pipe laid 4 to 10 feet deep; 1325 feet of 18 inch pipe laid 4 to 10 feet deep; 1300 feet of 15 inch pipe laid 8 to 12 feet deep; 975 feet of 15 inch pipe laid 7 to 10 feet deep; 1125 feet of 12 inch pipe laid 8 to 10 feet deep; 975 feet of 10 inch pipe laid 8 feet deep; 6,000 feet of 8 inch pipe laid 6 to 9 feet deep; 20 18x6 bevelled junctions; 82 15x6 bevelled junctions; 44 12x6 bevelled junctions; 10 10x6 bevelled junctions; 224 8x6 bevelled junctions; 56 manholes; 8 flush tanks. Whole or separate tenders for the above are asked.

MONTREAL, QUE.—F. A. Lallemand has commenced operations on the building of three residences on Pine ave. Two of them are to cost \$8,000 each and the other \$30,000.—The report on the Montreal harbor improvements recently presented, recommends appropriations as follows: \$2,000,000 for the execution of the plan No. 6; \$1,000,000 to build an island basin at such place in the eastern end of the city as may be found most advantageous, and \$1,000,000 to complete the basin at Windmill Point and other parts of the harbor not included in plan No. 6. Acting Supt. Laforest has recommended the extension of the Atwater main to the reservoir, a distance of \$9,500 feet, the estimated cost of which would be \$85,800.—Tenders for heating apparatus for the church at Cote St. Paul will be received at the parsonage until the 23rd inst.

HAMILTON, ONT.—It is stated that a contract has been entered into between the Hamilton Radial Electric Railway Company and the Niagara Power Company, which makes the construction of an electric road between here and Niagara Falls a certainty. The company are said to have abandoned the steam railway portion of their scheme for the present, and will build an electric road.—At a meeting of the Board of Education held last week, Wm. Stewart, architect, was chosen to prepare plans for the new Collegiate Institute. The cost will be between \$50,000 and \$75,000.—Mr. Keating, C.E., of Toronto, has not yet presented his report on the improvements necessary to the Hamilton waterworks.—The informa-

tion asked for to enable Mr. Kuickling, C.E., to prepare a report on a complete sewerage system is now ready, and will be forwarded at once to Mr. Kuickling.—The City Clerk is asking for tenders until the 23rd inst. for the erection of a weigh house, from plans to be seen at the office of the Building Inspector.

TORONTO, ONT.—The permit for the new synagogue on the east side of Bond street, and south of Gould street has been issued and shows the estimated cost to be \$25,000. The new structure will be of stone and brick, and will accommodate the Hebrew congregation of Holy Blossom which has for many years past worshipped on Richmond street east. Beardmore & Co., 39 Front street east, want tenders for boring an artesian well.—At the meeting of the Board of Works held on Monday last, it was decided to recommend the City Council to retain the services of Mr. Mansergh, C. E., of London, Eng., to report on the question of an improved water supply. He will report on the tunnel scheme, the gravitation scheme, and other sources of supply. The Board of Works also decided to let the contract at once for repairing and protecting the conduit across the bay which recently broke. The cost is placed at \$14,000.—The Toronto Railway Company will be ordered to establish a double line of street railway on Dovercourt road from Bloor street to Union street, the track allowance to be paved with brick at an estimated cost of \$16,360.—The City Engineer has recommended the construction of a number of concrete and wooden sidewalks, also that from Station street to the Front street tracks be paved with granite sets; Station street, from Simcoe street to York street, with scoria; and Simcoe street, from Station street to the Front street tracks, with granite sets. The total cost of this work will be approximately \$4,500.—At a meeting of the House of Industry Management Board held on Tuesday last, a motion to appoint a building committee to report at a special meeting on October 1st on the advisability of improving and enlarging the present building was laid on the table until the next regular meeting.—Building permits have been granted as follows: Holy Blossom Congregation bk. synagogue, e. side Bond st., near Gould st., and two story and attic bk. dwelling in rear, cost \$25,000; W. A. Murray & Co., alterations to warehouse, 10 to 14 Colborne st., cost \$3,500; Lyman M. Jones, two-story and attic bk. dwelling, n. e. cor. Prince Arthur ave. and St. George street, cost \$16,000; Central Canada Loan Co., 2 story bk. addition and bk. case old building, cor. Sackville and Wellesley st., cost \$1,000; A. M. White, 19 Davenport road, one det. and one pair s. d. 2 story and attic bk. dwellings, n. side Cottingham st., cost \$6,000; Gendron Mfg. Co., three story bk. factory, cor. Duchess and Ontario sts., cost \$23,000; C. Wilkins, 105 Major st., dwellings, 170 to 186 Mill st., cost \$9,000; C. Wilkins, pair s. d. 2 story bk. dwellings 64 to 68 Mitchell st., cost \$3,800.

FIRES.

The saw and grist mill of J. Bale, at Rodney, Ont., was burned last week. Loss, \$3,000; insurance, \$1,000.—The saw mills of Mr. Esnouf, Maddington Falls, Nicolet County, Que., were destroyed by fire on Tuesday of last week.—Mr. H. W. White's granary at Carberry, Man., with machinery, furniture, etc., was burned recently. Loss \$3,200.—The poultry building and carriage hall at the Western Fair grounds, London, Ont., were destroyed by fire on the 12th inst. The loss is placed at \$6,000, fully covered by insurance.—The Leighton building on King street, Woodstock, N. B., was burned last week.—Traynor's grist mill at Dundalk, Ont., is among the burned buildings of the past week.—The wall

paper factory of Watson, Foster & Co., on Grey Nun street, Montreal, was damaged by fire recently to the extent of \$10,000, the loss being covered by insurance.—The Oddfellow's block at Harrison, Ont., a frame building, was burned to the ground on the 13th inst. Loss on building, \$2,500; insurance, \$1,500.—At the village of Erin, Ont., fire destroyed \$20,000 worth of property last week. The losers are R. Wood, druggist; S. J. C. Blackwood, organ and piano agency; J. L. Miller, general merchant; G. F. Sutton, hardware; Jas. Sawyer, boots and shoes; F. O. Smith, fruits; C. Overland, grocer; W. J. Stevenson, merchant tailor; Dr. Mullin, dentist; A. E. McCollum, photographer.—B. R. Miller's saw mill at Wiarton, Ont., has been burned. Loss, \$10,000; small insurance.—Haken's drug store and Panter's grocery store at Norwich, were burned recently.—Ross pulp and saw mills at Sherbrooke, Que., were entirely consumed by fire on the 15th inst. Loss, \$10,000. No insurance.—O'Connor's planing mills on Bank street, Ottawa, Ont., were burned to the ground on Tuesday last. Loss about \$35,000, partly covered by insurance.—A residence at Port Hope, Ont., owned by J. B. Traves, has been destroyed by fire. Insurance \$2,000.

NEW COMPANIES.

MONTREAL, QUE.—Imperial Brush Mfg. Co., incorporated; capital \$140,000.

OTTAWA, ONT.—Chaudiere Machine & Foundry Co., incorporated; capital, \$15,000.

MISSION CITY, B. C.—The Canada Lined Oil Mill Co., Ltd., capital stock, \$100,000; trustees, Michel de Keyser Verbiest, Augustin Bauthier, Joseph Buis, James H. Waters and Sydney Robert Newton, all of Victoria.

CONTRACTS AWARDED.

WELLINGTON, B. C.—The contract for the erection of a Methodist church has been awarded to Carl Marwahan.

ORILLIA, ONT.—J. R. Eaton has been given the contract for the erection of a residence in Coldwater for W. D. Lovering.

TRAIL CREEK, B. C.—A contract has been closed with F. Aug. Heinze for the erection of a smelter, and work will be commenced at once.

ST. JOHN, N. B.—Mr. Dunbrack has the contract for placing the hot water heating apparatus in the residence of Mr. J. H. Morrison, Germain street.

COBourg, ONT.—The contract for stained glass for St. Michaels church in this town has been awarded to the Dominion Stained Glass Co., Toronto.

WINNIPEG, MAN.—The tender of Mr. Egan for boulevarding and planting trees on Broadway and Kennedy streets has been accepted. The price is \$18,522.

PALMERSTON, ONT.—Highland & Shaw have received the contract from M. Upton, of the Grand Central, for the erection of a large livery and sale stables.

PORTAGE LA PRAIRIE, MAN.—The contract for building the new Indian school has been awarded, the successful tenderer being Mr. Thos. Gray. The building is to be of frame with a stone sub-structure and will cost \$3,500.

HALIFAX, N. S.—J. & H. W. Mackintosh have been awarded the contract for a two and a half-story addition to Mr. Justice Townshend's residence on Pleasant street. The walls will be all concrete, furred and lathed on the inside for the plaster. The work is to be completed by January 1st.

OTTAWA, ONT.—The Asphalt Company have sub-let the contract for the scoria block paving to a Montreal contractor.—The following companies have

been successful in tendering for the supply of different kinds of oil for the use of the Intercolonial Railway: The Eastern Oil Co., St. John; J. R. Hutchins, Montreal; the Bushnell Co., Montreal; J. Hunter & Co., Montreal.—The Crossen Car Co., of Cobourg, have been awarded the contract for constructing 75 platform cars for use on Canadian Government railways.

TORONTO, ONT.—The Board of Works on Monday last awarded contracts as follows. cedar block pavement on Baldwin street, from Spadina avenue to Beverley street, D. L. Van Vlack, \$1,488; Baldwin

street, same contractor, \$2,375, macadam pavement on Beverley street, Queen street to College street, A. Faraquhar, \$9,973; painting the old pumping station, \$279.—Messrs. Oakley & Holmes have been awarded the contract for the superstructure of the Foresters' Temple. The contract price is \$2,050.

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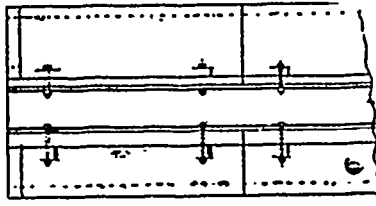
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MUNICIPAL ENGINEERS, CONTRACTORS AND MATERIALS

EXPERIMENTS WITH IRON.

There are so many buildings in London and other large cities which depend for their stability upon a metal framework, that experiments carried out with a view to ascertain the effects of a fire upon the iron or steelwork of which they are composed cannot fail to be of very great interest to all who are responsible for structures of this character. Experiments were made a short time ago at Vienna, under the supervision of the city surveyor, with the object of testing the efficiency of various building materials against fire, and also to ascertain what protection they were capable of affording to ironwork. To make these tests a brick chamber some 12 ft. by 8 ft. in plan and 11½ ft. high was built, and in the centre an iron column was constructed consisting of two channel-bars, 5½ in. by 3¾ in. These channels were placed 2½ inches apart, back to back, and were braced together with light lattice-bars. Within the chest between the channels, test-bars, composed of various alloys melting at temperatures between 150 deg. Fahr. and 1,650 deg. Fahr., were placed, the column afterwards being surrounded with brickwork in mortar, thus forming a pier some 18 in. square. In order that the test should as nearly as possible resemble the conditions met with in actual practice, the column was loaded with a sufficient weight to cause a stress of 3¼ tons per square inch on the ironwork. Fuel was then strewn over the floor of the chamber to a depth of some 3 ft., and the firing was fully maintained for a space of 2½ hours, and was subsequently extinguished by the fire brigade. The heat had, however, been so great that it was not till the next day that a thorough examination of its effect could be made, but it was then discovered that although the edges of the brickwork pier were crumbled to an extent of 1½ inches, the iron column was quite uninjured, and only the test-bar, capable of fusing at 150 deg. Fahr., showed any indication of melting. It would thus appear that the brickwork was of ample thickness to protect the ironwork, and that when such construction is adopted in actual practice a building is probably as fire proof as it is possible to make it.

"ROUGH CAST" IN PLASTER OR CEMENT.

In discussing the difficulty of securing durable outside plaster or cement "rough cast," either in plain surfaces or with half timber work, a correspondent of the Brickbuilder writes to that journal an interesting letter in which, among other things, he says:—

"There seems to be many different opinions as to the best method to follow for combined durability and effect; some, including one of our most eminent practical architects, advocating pure lime mortar with long hair or fibre, and others claiming that only pure cement mortar on metal lath, or expanded metal, can be relied upon. On a half timbered country house, built a year ago, I used lime, sand and hair mortar on metal lath for the first coat, and cement and sand (one to one) for the second coat after the first had hardened for some time, the mortar and hair taking a strong "clinch" in the metal lath, and the cement forming a thin, extremely hard protecting "skin" over the first coat. I should say that the work would be much better if the first coat were left uncovered for four or five weeks at least, in order to harden under atmospheric action, but so far this piece of work seems successful." We have no doubt many of our readers are interested in this

subject and that an expression of opinion on the part of those experienced in this particular line would prove very valuable and instructive.

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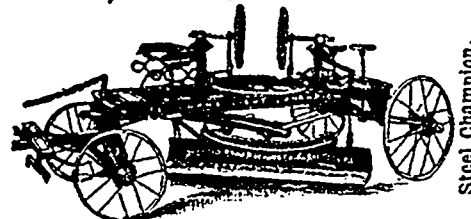
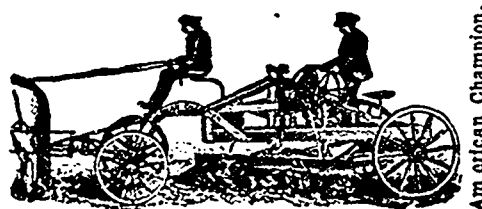
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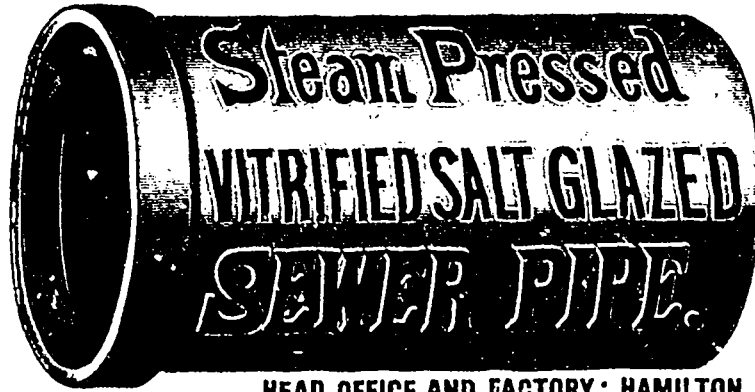
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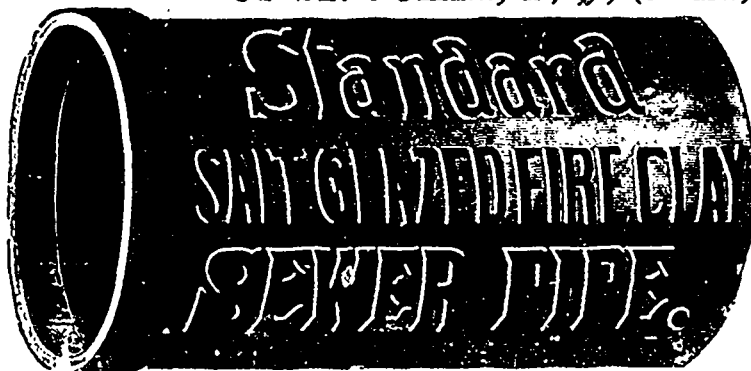
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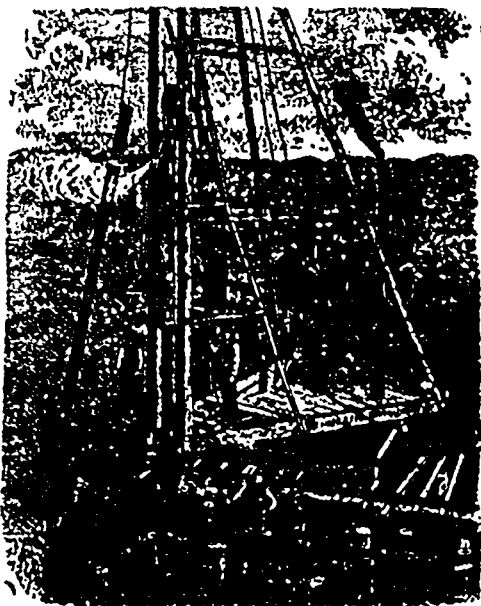
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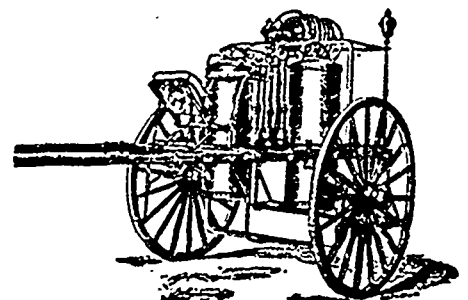
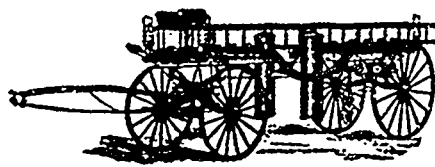
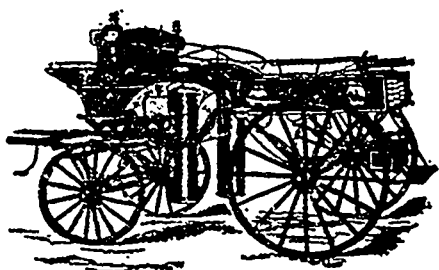
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MUNICIPAL DEPARTMENT

THE USE OF STREETS BY PRIVATE CORPORATIONS.

The order recently granted by the Board of Aldermen of Boston, says Engineering Record, to the Bay State Pneumatic Delivery Company for the use of the streets of that city for the purposes of the company without compensation, has again raised an old question which affects the interests of all municipalities. The order granted by the Boston Aldermen was vetoed by the Mayor on statutory grounds, so that it was not necessary for him to discuss any question of public expediency or of the manifest equities of the matter. This order was also granted in the face of a recommendation of a special commission on the finances of Boston to the effect that the holders of similar franchises should pay for the privileges granted to them. The argument was urged by the pneumatic company that the increased facilities for mail delivery and the transmission of packages would be of so much public benefit that a free use of the streets would only be reasonable. It was also urged that the system of pneumatic transmission which the company proposed to use was so largely of an experimental character that the enterprise should not be handicapped by payments for the use of streets in which to lay its tubes.

It cannot be denied that there may be conditions under which these arguments possess considerable force. In the case of small municipalities whose growth would be stimulated or whose prosperity would be enhanced by enterprises really serving public ends, it obviously would be public policy to encourage them by relief from compensation for the use of streets or for other public favors until the development of sufficient business should create the obligation to make financial return for the privileges they enjoy.

Very few citizens of any city would probably deny the validity of this general principle, and yet there are many cities at the present time where either grants are pending in violation of it or where it is practically impossible to secure its application; and there is at least one city where a nearly or quite successful attempt is being made to rescind an application of several years' standing. In many of these cases it must be admitted that corrupt influences aid materially towards such ends, but in the majority of instances a lack of intelligence on the part of the granting bodies is probably the main evil.

In large cities like Boston and the other great municipalities of the country franchises involving the use of streets or other grants of a similar nature are of great value, and no valid reason can be assigned for relief from payment of reasonable compensation or from the performance of reasonable duties of a compensatory char-

acter. It frequently may be difficult to fix either a perfectly just compensation or perfectly just duties, but there can be no doubt that there should be some return for the benefits received, and experience has invariably shown that where compensations and duties (either fixed or graded) are prescribed they are placed too high. Indeed it is wise so to adjudicate matters of this kind that private enterprise will be encouraged rather than obstructed, but that wisdom should not be turned into public loss, or worse, by relieving the benefitted corporations of the obligations which properly belong to them. This is no theoretical view of the matter, as is attested by the experience of cities like New York and Philadelphia, as well as many others, where the municipal revenues have enjoyed the advantages both of compensations paid by corporations using streets and of the performance of such duties as paving within prescribed limits. The results are satisfactory for the reason that they involve simple equity and justice to the parties concerned, and the city of Boston will make a serious mistake if it does not attain the same ends.

A GOOD ROADS PARLIAMENT.

Secretary Morton, of the Department of Agriculture, at Washington, has issued a call for a good roads parliament to be held at Atlanta, Ga., in October, under the auspices of the Cotton States and International Exposition. The Secretary has made his invitation broad enough to include every person interested in the subject of improved highways, for it is addressed to "all legally authorized organizations of officials and of private individuals who have given special attention to this subject." The dates fixed are October 17, 18 and 19, and the hall of the House of Representatives at Atlanta will be the meeting place. The Secretary states that real progress in road improvement is observed by the Department of Agriculture since the organization of the office of road enquiry. The invitation to the parliament is urged upon all State highway commissions, State and local road improvement associations, and upon commercial bodies and boards of trade and transportation, agricultural societies and farmers' organizations, universities, agricultural colleges and engineering schools, societies of civil engineers, humane societies, the League of American Wheelmen, carriage and bicycle builders' associations, and all other organizations or individuals especially concerned in the improvement of highways.

The by-law which was to have been submitted to the taxpayers of Nanaimo on the 31st ultimo, authorizing the City Council to purchase the property of the Water Works Company and to raise a loan of \$65,000 for that purpose, has been withdrawn, a legal opinion having been given that the by-law was not drawn in accordance with the statute. It is probable that another by-law will shortly be submitted.

The disadvantages of compressed asphalt pavements are ascribed by the *Semaine du Batiment* to the use of the powdered asphalt at different temperatures, and to the insufficient pressure—about 80 kilos. per square centimetre, equal to 1,136 lb. per sq. inch—which can be applied to it *in situ*. To avoid these troubles there have recently been used in France paving blocks made from asphalt powder heated to 120 deg. and then moulded, at a pressure of 900 kilos. per square centimetre—12,780 lb. per square inch—into blocks 8 in. by 4 in. by 1 1/8 in., which are set in 0.6 in. of cement mortar, and are said to give satisfactory results.

The terrible destruction of life and property which followed the failure of the reservoir at Bouzey, by which a large area was made desolate, has caused M. Loewy to consider the construction of reservoirs. A paper by him on the subject was read at the last meeting of the French Académie des Sciences. M. Loewy ascribes all failures to fissures in the masonry of the embankments. Water enters, and not only is mortar washed away, but there is a sort of leverage exerted against the sides of the fissure which the bank cannot resist. M. Loewy proposes that a second bank or wall should be always formed in front of the main wall and bound to it by cross walls. In case of a leakage the water would run into intervening spaces or wells, and the pressure would be taken off the main wall. For a time, at least, a catastrophe would be avoided. Moreover, the people having charge of the reservoir could perceive the danger, and a remedy could be provided. The principal obstacle to the proposal is one of cost. The construction of reservoirs is costly, and shareholders of water companies would not care to have it increased. At present very few accidents happen, and the introduction of a continuous outer wall might lead to carelessness in superintendence.—Builders' Reporter.

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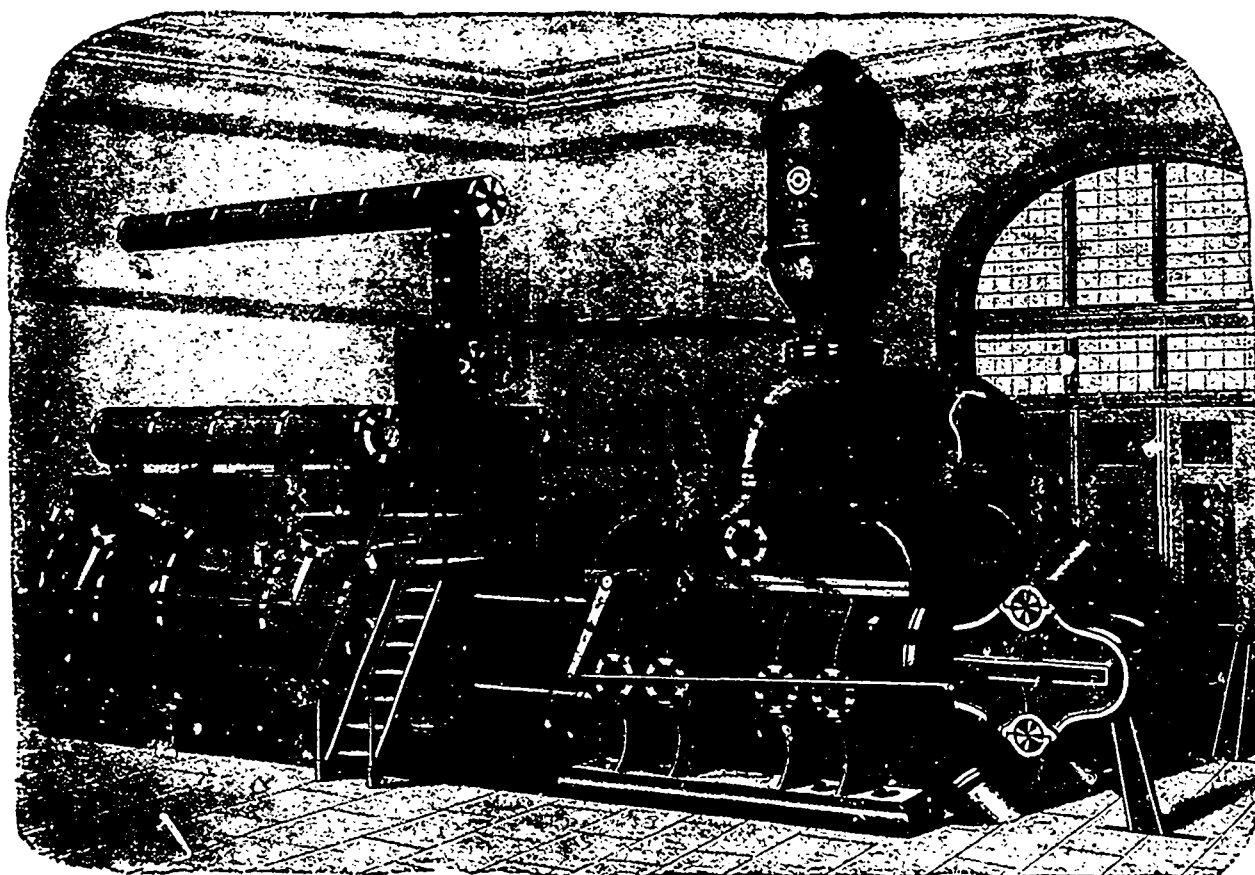
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TORONTO. The demand for structural iron in the United States is such that manufacturers are unable to supply the demand, and prices are advancing. Dealers in this city are importing from England, and have not as yet advanced prices. A satisfactory trade is reported in cement and paints and oils.

MONTREAL. A good movement is reported in heavy metals, and prices continue firm. The arrivals of cement last week were 1,300 barrels English and 6,400 barrels Belgian, and the sale is announced of 1,000 barrels English, on western account, at \$1.95, and 2,000 barrels Belgian on local account, at \$1.85. Firebricks are moving freely, and several good sales have taken place.

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