

# CANADIAN CONTRACT RECORD

A WEEKLY JOURNAL  
OF THE BUILDING INDUSTRY

PUBLIC WORKS • TENDERS  
ADVANCE INFORMATION  
AND MUNICIPAL PROGRESS

EVERY WEDNESDAY

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.

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OCTOBER 1, 1902

No. 33

## THE CANADIAN CONTRACT RECORD, PUBLISHED EVERY WEDNESDAY

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## CORPORATION OF THE City of Three-Rivers

Sealed tenders will be received at the office of the undersigned, until 4 o'clock p.m., WEDNESDAY, THE FIFTEENTH (15TH) DAY OF OCTOBER NEXT, for the purchase of Debentures of the following denominations: "St. Maurice Bridge Bonds" (to the amount of \$125,000); "Drainage Bonds" (to the amount of \$25,000); "Paving Bonds" (to the amount of \$10,000); "New Consolidated Debt" (to the amount of \$67,000); "School Debentures" (to the amount of \$8,000), all of which will be redeemable in 50 years from the first of May, 1901, and bearing interest at the rate of 4 per cent. per annum, payable semi-annually.

L. T. DESAULNIERS,  
Sec.-Treas. T. R. Corporation.

City-Hall, Three-Rivers, 16th September, 1902.



Sealed Tenders addressed to the undersigned, and endorsed "Tenders for Alterations and Additions to Post Office, Toronto," will be received at this office until TUESDAY, 30TH SEPTEMBER, inclusively, for alterations and additions to Post Office, Toronto.

Plans and specifications can be seen and form of tender obtained at this Department and at the office of S. G. Curry, Esq., Architect, Toronto. Persons tendering are notified that tenders will not be considered unless made on the form supplied, and signed with their actual signatures. Each tender must be accompanied by an accepted cheque on a chartered bank, made payable to the order of the Honourable the Minister of Public Works, equal to ten per cent. (10 p.c.) of the amount of the tender, which will be forfeited if the party decline to enter into a contract when called upon to do so, or if he fail to complete the work contracted for. If the tender be not accepted the cheque will be returned.

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

By order,  
FRID GELINAS,  
Secretary.

Department of Public Works,  
Ottawa, 15th September, 1902.

Newspapers inserting this advertisement without authority from the Department will not be paid for it.

## Drainage Contractors, Attention!

Ditching Dredge for sale this fall. May be seen working until November 1 on Concession 14, Grey Township, Huron County. Will dig ditch from 4 to 24 feet at bottom. Bargain will be given for cash. For price, terms, etc., apply to or write

GUIR & FOGAL,  
Cranbrook, Ont.

## TO 'BRIDGE' CONTRACTORS

Sealed tenders, marked "Tenders for Bridges," will be received by the undersigned up till 9 a.m. on THURSDAY, THE 2ND DAY OF OCTOBER, 1902, for the erection and completion of two new

### STEEL HIGHWAY BRIDGES

over Hardy Creek, in the township of Brooke, one on 21 sideroad, con. 10, having a span of 55 feet and roadway 14 ft. clear. And one on con. 10-11, at lot 25, having a span of 45 ft. and roadway 14 ft. clear. Each to be set on 12 ft. channelled steel post abutments, with steel plate backing. Plans for proposed structures to accompany each tender. Lowest or any tender not necessarily accepted.

L. LINDSAY,  
Rokeby, P.O. Ont.  
ALF. DARVILL,  
Alvinston, P.O. Ont.  
JOHN McCALLUM,  
Alvinston, P.O. Ont.  
Commissioners in charge.

### CONTRACTS OPEN.

GODERICH, ONT.—The Goderich Lumber Co. contemplate enlarging their saw mill plant.

WESTON, ONT.—The High School Board have decided to install a new heating and ventilating plant.

LISTOWEL, ONT.—W. M. Davis, C. E., of Berlin, is preparing plans for sewerage system for this town.

BERLIN, ONT.—It is expected that tenders will shortly be called for erection of proposed library building.

ABERCROMBIE, N.S.—It is probable that a new wharf will be built here by the Intercolonial Coal Co.

SPRINGHILL, N. S.—It is expected that funds will be available shortly with which to obtain a water supply.

SARNIA, ONT.—A. H. Smith has purchased property on Parker street on which he will build a residence.

HINTONBURG, ONT.—D. Raymond, merchant, intends building a public hall, at a cost of \$2,000.

GALT, ONT.—It is likely that the council will issue debentures to the amount of \$1,800 for park purposes.

PETERBOROUGH, ONT.—Tenders are about to be invited by the corporation for the construction of sewers.

ST. ANDREWS, N.B.—It is rumored that the C.P.R. will acquire the Algonquin Hotel and enlarge and improve it.

CALGARY, N.W.T.—S. A. Ramsey is about to erect a two-storey and basement building on Stephen avenue east.

VICTORIA, B.C.—McLean Bros. are asking for subsidies to build a short line of railway from Vancouver to Kootenay.

WOODSTOCK, N.B.—The Electric Light & Power Co. are having plans prepared for a dam to be built up the creek.

SMITH'S FALLS, ONT.—W. H. Frost has decided to enlarge the Malleable Iron Works by an addition 66 x 200 feet.

NEW WESTMINSTER, B. C.—The Great Northern Railway Co. is surveying for a line of railway from Kootenay to the coast.

RENFREW, ONT.—Willis Chipman, C.E., of Toronto, is preparing his report on proposed waterworks system for the town.

KENTVILLE, N. S.—Tenders are invited by the Provincial Government up to October 6th for erection of sanatorium at this place.

COLLINGWOOD, ONT.—The Tilsonburg, Lake Erie & Pacific Railway Company propose to extend their line from Ingersoll to this town.

STURGEON FALLS, ONT.—It is likely that Willis Chipman, C.E., Toronto, will be engaged to prepare plans for waterworks construction.

ST. JOHN, N.B.—Tenders for building the Carnegie library, from plans by G. E. Fairweather, architect, will probably be called for immediately.

NELSON, B.C.—The Nelson Roller Mills Co. is being formed to build a flour mill at this place. Benjamin Friel, of Regina, N. W. T., is interested.

KINGSTON, ONT.—William Newlands will let contracts within a few days for a pressed brick and sandstone residence for Dr. Sands, corner Bagott and William streets.

WINCHESTER, ONT.—The congregation of St. Paul's church are considering the building of a new manse and the putting in of a new pipe organ.

BLIND RIVER, ONT.—It is understood that the Breithaupt Leather Co. have purchased 160 acres of land near this place and intend erecting a large tannery.

NIAGARA FALLS, ONT.—By-laws will be submitted to the ratepayers on October 27th to raise \$10,000 for two new waterworks pumps and \$7,000 for new rising main.

CHATHAM, ONT.—Peter Crawford will receive tenders up to 2nd inst. for construction of a bridge of 60 feet span across Little Bear Creek drain on 12th concession of Dover.

ALMONTE, ONT.—J. P. McLaren, architect, of Ottawa, has prepared plans for skating and curling rink to be built here, and tenders will likely be asked or within a fortnight.

**DESERONTO, ONT.**—The Department of Public Works at Ottawa will receive tenders up to 2nd inst. for installation of a hot water heating system in the public building here.

**WESTVILLE, N.S.**—Charles Fergie, manager Intercolonial Coal Mining Co., desires tenders by October 6th for extending the Drummond Colliery Railway a distance of about 3 3/10th miles.

**WIARTON, ONT.**—The Colonial Cement Co. are excavating for the several buildings to be erected.—At a meeting of the Eastnor township council held last week, plans of the Swan Lake scheme were submitted.

**GUELPH, ONT.**—The ratepayers on Monday last approved of the by-law granting a bonus of \$40,000 and a free site to W.W. Near, of Montreal, and his associates, for the establishment of an iron pipe and tube mill here.

**FORT WILLIAM, ONT.**—It is learned that F. W. Jones will build a business block on Simpson street.—It is stated that the Hudson's Bay Co. will build a liquor store next spring, and that Whyte & Hamilton talk of building on Simpson street.

**MIDLAND, ONT.**—T. I. Trueman, town clerk, invites bids up to October 8th for the purchase of \$10,000 waterworks debentures.—J. C. McMurtry has purchased the old Methodist Church property and will erect a couple of houses thereon.

**LADYSMITH, B. C.**—G. Cary, architect, of Vancouver, has prepared plans for a new hotel to be built here by Mrs. Stevens, to be three-stories, 65x30 feet, stone foundation, mansard roof, cost \$6,000.—The Ladysmith Water Co., Ltd., has been incorporated, with capital of \$100,000, to operate a waterworks system.

**SAULT STE. MARIE, ONT.**—The Sault Ste. Marie Railway Co. will at next session of Parliament ask for a charter to build a railway from Sault Ste. Marie to Gravenhurst, a distance of 430 miles.—H. R. Halton, architect, is taking tenders on brick and carpenter work required in erecting an opera house for W. H. Seath.

**FREDERICTON, N. B.**—Tenders will be received by the Provincial Government up to October 6th for rebuilding Goshen road bridge over Kennebecasis river, Barbour's Mill bridge, Harvey parish, and Barchard Brook bridge at Elgin Corner.—The Fredericton Electric Light Co. are considering further improvements to their plant.

**WOODSTOCK, ONT.**—It is proposed to erect a new curling rink back of the Congregational church.—The Bain Wagon Co. purpose building a new warehouse.—A committee has been appointed by the City Council to obtain from the G. T. R. an announcement regarding its intention in respect to building a new station.

**TORONTO JUNCTION, ONT.**—The Minister of Public Works stated when in town last week that plans would be prepared and tenders invited immediately for new post office to be built at corner Keele and Dundas streets.—It is announced to be the intention of the Gurney Foundry Co., of Toronto, to erect large works here.

**ST. CATHARINES, ONT.**—J. T. Groves, C. J. Baby, W. J. Keyes, and R. M. Campbell are seeking incorporation for the purpose of controlling the mineral water springs in this district. The company is capitalized at \$800,000 and will proceed at once to erect a large building in which apparatus of modern type will be installed. It is reported that the company intend expending about \$400,000.

**MONCTON, N.B.**—A plebiscite vote will be taken on October 6 on a by-law to raise \$135,000 for the construction of

a new reservoir in connection with the waterworks.—D. Pottinger, manager of the Intercolonial Railway, is asking for tenders up to October 6 for construction of cribwork for protection walls between McKinnon's harbor and Sydney, C. B., and Bedford and Rockingham, N.S.

**LEVIS, QUE.**—Plans of engine house to be built at Chaudiere Junction are on view at the office of the station master here. Tenders received by D. Pottinger, manager Intercolonial Railway, Moncton, up to October 17th.—A company is being formed here to build a factory for construction of steam and electric cars. Mr. Dodge, of the Levis Electric Railway, is one of the promoters.

**VANCOUVER, B. C.**—The Oddfellows' Society intend erecting a new hall in the Mount Pleasant district, at estimated cost of \$4,000.—A by-law was carried last week to provide \$7,000 for the erection of a public gymnasium and empowering the council to hand over the general hospital to the care of a Board of Management. Steps will be taken immediately to build a new hospital and gymnasium. Improvements contemplated by the city council next year include the erection of a new police station, new schools and new fire halls.—The city will shortly invite tenders for the purchase of \$125,000 of debentures.

**HAMILTON, ONT.**—M. Brennan & Sons have decided to rebuild their planing mill.—It is reported that Fowler's Canadian Company has been taken over by Swift & Co., of Chicago, and that the capacity of the stock yards will be greatly increased.—The city engineer has suggested that a bridge be built to open Ferrie and Blythe streets, at a cost of \$2,335.—The House of Refuge Committee have requested the Council to build an addition, 80x40 feet, to the House of Refuge, at a cost of \$8,000.—Building permits have been granted as follows: Thomas Allen, brick dwelling, Napier street, cost \$1,400, and three brick dwellings, Elgin street, cost \$3,600; James McNeill, brick dwelling, Stanley avenue, for G. C. Ellicott, cost \$1,600.—The Grand Trunk Railway has secured property on Ferguson avenue on which to build new freight sheds.

**WINNIPEG, MAN.**—H. S. Griffith, architect, has invited tenders for additional storey to the Vendome Hotel for D. Murray.—Oldfield & Gardner, real estate agents, have sold 100 feet on Main street, near St. Mary's, and it is understood to be the intention of the purchaser to erect a brick block thereon. Hon. W. Hespeler is negotiating for the purchase of four lots on Pembina street for his projected hotel.—The building on Main street occupied by the Union and Hochelaga Banks has been purchased by the Merchants Bank and will be transformed into a modern banking institution.—The following works will be constructed by the city: Asphalt pavement on Balmoral street, from Portage avenue to Broadway, cost \$14,709; cedar block pavement on Pembina street, from Corydon to River Park, cost \$42,855; sewer on Spence street, from Broadway southwards, cost \$2,600.

**MONTREAL, QUE.**—R. Percy Brown is calling for tenders for house on Westmount avenue for John Michaels and house on same avenue for Mrs. Jacobs.—It has been arranged to repave with asphalt that portion of McGill street in front of the new G. T. R. offices. A portion of Commissioner street will be paved with granite blocks.—The borings which the Quebec Southern Railway Co. have been making in the bed of the St. Lawrence river with a view to the construction of a tunnel have been completed and the plans are being prepared for submission to the Government.—Building per-

mits have been granted as follows: S. Beaudry, three-story house, 214 Frontenac street, cost \$2,500 (C. A. Reeves, architect); T. Leseadie, two-story house, Bertrand street, cost \$1,300; A. Bourassa, two-story house, Bertrand street, cost \$1,300, F. Blythe, two-story house and store, Magdalen street, cost \$1,000; The DeLaval Mfg. Co., two-story warehouse, William street, cost \$13,000 (R. Findlay, architect); D. Meloche, two-story house, Bertrand street, cost \$1,200; J. P. O'Shea & Co., three-story warehouse, St. Agathe street, cost \$4,200 (C. A. Reeves, architect, J. Beaudry, contractor); S. Beaudry, alterations to three-story house, 214a Frontenac street, cost \$1,000; Montreal Light, Heat & Power, stable, corner Shannon and Ottawa streets.

**OTTAWA, ONT.**—The Rideau Lakes Navigation Co. are having plans prepared for a new steamer for the Kingston-Ottawa route.—A new committee has been appointed by the Board of Trade to take in hand the erection of a new building.—Ahearn & Soper have purchased the George Hay building on Sparks street and the vacant lot in rear facing on Queen street. It is probable that the present building will be renovated and extended.—The Gall Schneider Oil Co. will likely commence the erection of their oil warehouses this fall.—Ald. James Davidson has had elaborate plans prepared for rebuilding the Hotel Cecil.—The Bell Telephone Co. intend constructing additional conduits throughout the city.—Building permits have been granted as follows: F. McCulloch, brick dwelling, Stewart street, cost \$3,800; Dr. McArthur, brick dwelling, Somerset street, cost \$3,800; O. Pommerville, brick veneer dwelling, James street, cost \$2,200; Mrs. H. Heath, brick veneer dwelling, Gilmour street, cost \$2,000; Mrs. John Shaw, two brick veneer dwellings, Somerset street, cost \$3,000; J. M. Taylor, two brick veneer dwellings, Patterson avenue, cost \$2,300; Holbrook & Sutherland, two brick dwellings, Waverley street, cost \$4,500; J. H. Holbrook, brick veneer dwelling, First avenue, cost \$1,000.—The Department of Marine and Fisheries is taking tenders up to noon of October 1st for construction of one or two steel light ships.—The Department of Public Works desires tenders by 16th inst. for construction of hot water heating apparatus at the court house, Moose Jaw, N.W.T. Plans at above Department, at office of J. C. Cyr, Winnipeg, and at the court house, Moose Jaw.

**TORONTO, ONT.**—T. Richards, architect, 77 Victoria street, wants tenders for mason and brick work of pair of houses.—E. Smith, 647 Manning avenue, is taking tenders on plastering of two houses.—Tenders are invited by the Board of Control up to Tuesday, October 14th, for supply and installation of a 25 kilowatt electric generator, with necessary engine, at City Hall. Specifications at office of City Commissioner.—It has been decided to call for tenders for the ma-

770

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## MUNICIPAL DEBENTURES

chinery for a cold storage system at the cattle market.—The City Solicitor has been instructed to take possession of the land expropriated for an addition to the Berkeley street fire hall. The work of construction will likely be commenced immediately. — Rev. William Sparling has purchased a lot on the north side of Merton street, North Toronto, on which he will build a residence. — J. A. Ellis, architect, has prepared plans for another large addition to the works of W. H. Frost at Smith's Falls.—The Superintendent of School Buildings has been instructed to ask for tenders for permanent fittings for the School Board offices.—The Grand Trunk Railway Co. has expressed a willingness to bear its portion of the cost of paving Esplanade street. The city engineer states that it should be paved with granite blocks, which would cost \$96,000.—The construction of the following works are recommended by the city engineer: Concrete sidewalks: Clinton street, east side, from 385½ feet north of Harbord to Bloor, cost \$1,246; Strachan avenue, east side, King to Queen, cost \$1,853; Station street, York to Simcoe, cost \$1,182; Seaton street, Wilton to Carlton, cost \$2,670; Roseberry avenue, 150 feet east of Bathurst, cost \$220. Brick pavement: Turner avenue, Tecumseh to west end, cost \$2,780. Macadam roadway. Strachan avenue, King to Queen, cost \$2,190; St. Vincent street, Grenville to Grosvenor, cost \$460.—Tenders close at noon to-day (Wednesday), at the city hall, for construction of the following works. Asphalt pavement on Simcoe street, Queen to Caer Howell; brick pavement on track allowance on Queen street, Greenwood avenue to Woodbine avenue; macadam roadway on George street, from Front to Esplanade; concrete sidewalks on portions of Bolton ave. Jamieson avenue, and Sword street.—It is understood that the Toronto Railway Company contemplate erecting new buildings on the site of the old McIntosh building near their power house, and that a portion of the new building will be devoted to manufacturing purposes.—Building permits have been granted as follows: Foundry Specialty Co., one-storey factory, Ashbridge's marsh, near Cherry street, cost \$1,000; A. Horton, pair semi-detached dwellings, 92 and 94 Howard street, cost \$6,500; B. Macdonald, brick dwelling, 575 Jarvis street, cost \$1,200; Mrs. J. D. Graham, brick dwelling, 240 Dufferin street, cost \$1,200; Thomas Wright, brick residence, 21 Chicora avenue, cost \$2,800; All Saints church, one-storey brick building, Sherburne street, near Wilton avenue, cost \$3,300 (Bond & Smith, architects); McPherson Estate, brick dwelling, McPherson ave., near Yonge street, cost \$2,000; Mrs. Mary Philips, pair residences, Dupont street, cost \$3,000; J. & H. Alexander, pair houses, 170 and 172 Delaware ave., cost \$4,000. J. S. Montgomery, two pairs dwellings, 549 to 555 Euclid ave., cost

\$12,000; Toronto General Hospital, additional storey to women's pavilion, cost \$3,000. W. H. Knowlton, four dwellings, Duchess street, cost \$4,500; James Green, pair dwellings, Dagmar avenue, cost \$3,000.

**FIRES.**

Dominion Government saw mill on Mill street, Montreal, totally destroyed; loss \$10,000.—Warehouse of P. Naes & Son and machine shop of Fred Williamson at Indian town, N. B.—Bakery of E. F. Dicken at Belleville, Ont., damaged to extent of \$3,000.—Saw mill of John Stamford and residences of J. Stevens and John Smith at Chester, N. S.—Country residence of Hugh A. Allan at Pointe Claire, Que., badly damaged.—Saw mill at Green Hill, Burton, N. B., owned by Jackson & Smith; loss \$10,000.

RENFREW, ONT.—Mill and elevator for Renfrew Roller Mills Co.; John L. Youngs, contractor.

NIAGARA FALLS, ONT.—John Zybach has let the contract for a \$5,000 residence on Bender avenue.

SAULT STE. MARIE, ONT.—M. Healey, of Smith's Falls, has secured the contract to build a Catholic church here.

ST. JOHN, N. B.—Elm street school building: Heating and plumbing, G. E. Blake, \$2,996 and \$1,970 respectively.

ST. THOMAS, ONT.—Hamilton & Scott have been awarded the contract to

(Continued on Page 6.)

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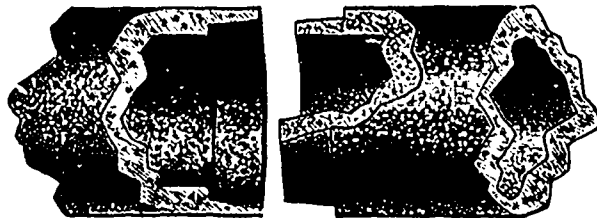
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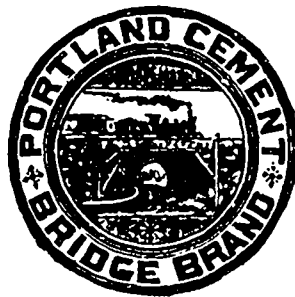
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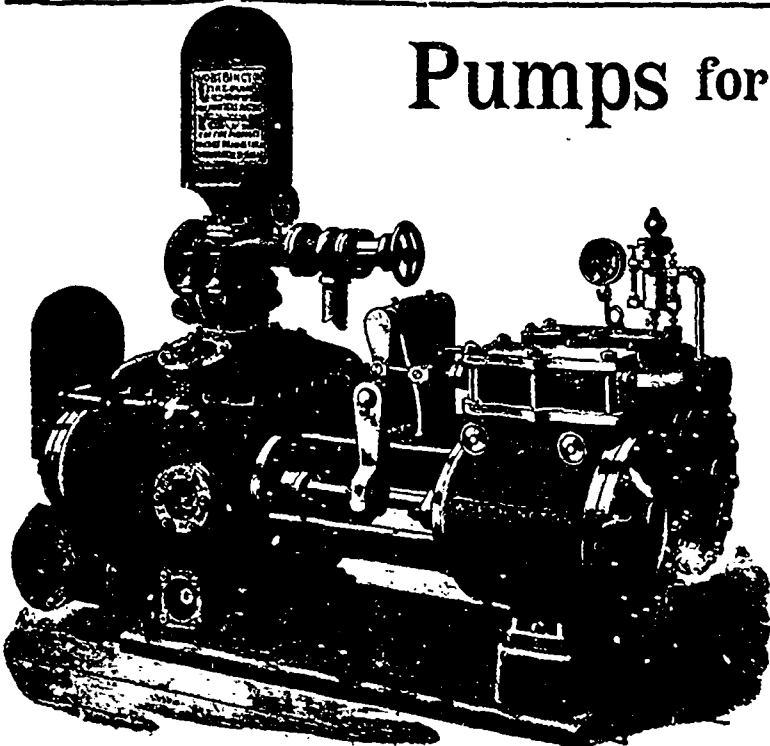
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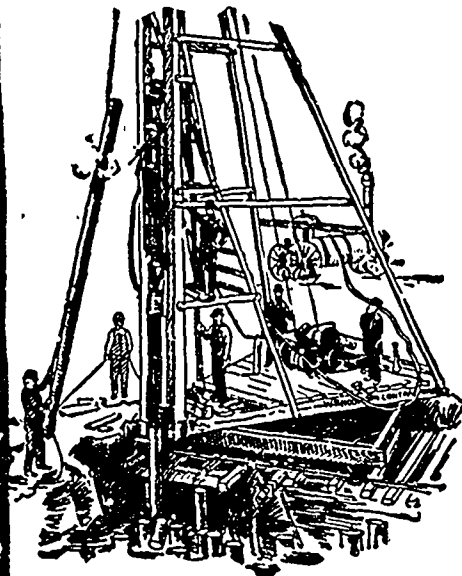
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GEO. S. KILBOURN, Secretary-Treasurer.

WORKS: Shallow Lake, Ont.

HEAD OFFICE: Owen Sound, Ont.

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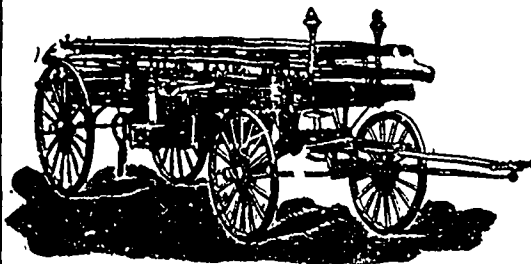
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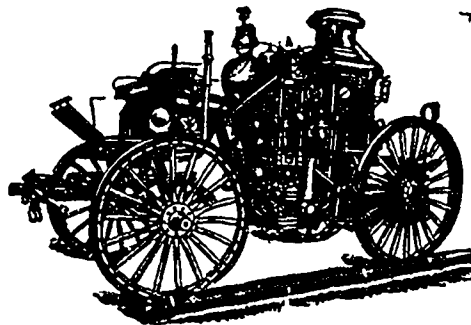
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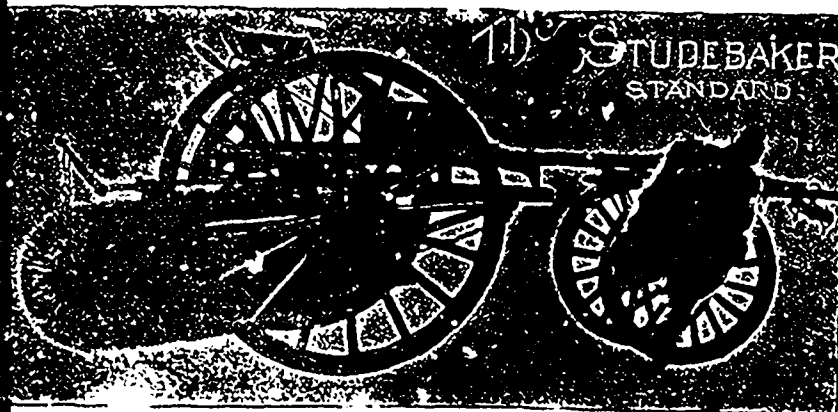
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HALIFAX, N. S.—Read & Archibald, this city, have secured contract for wharf extension at South Cut, Victoria county, C. B.

THOROLD, ONT.—Joseph Battle, this place, has been awarded the government contract for building substructure of two bridges over the Welland canal at Humberstone and Allanburg respectively.

VANCOUVER, B. C.—Warehouse for Henderson Bros.; G. W. Grant, architect; John and David Saul, contractors.—The Vancouver Engineering Works has secured the contract for the structural iron and steel and all castings required for the construction of a provincial government bridge across the Fraser river at a point near the mouth of Sheet Creek.

MONTREAL, QUE.—It is reported that the contract for the C. P. R. upholstering and furniture shops has been secured by D. G. Loomis & Sons, of Sherbrooke, and that the figure is about \$100,000.—W. E. Doran, architect, has awarded contracts for the Church of Our Lady of Good Counsel, corner Craig and Panet streets, to the following: Brick and stone work, John Sheehan; carpenter and joiner's work, Jacob & Senecal; roofing and cement floors, F. F. Powell & Co; steel work, Dominion Bridge Co.

TORONTO, ONT.—The Property Committee of the Public School Board last week awarded contracts for repairs to schools as follows: Carpenter work—Bolton avenue school, W. Williamson, \$298; Phoebe street school, A. Coyell, \$143; Ryerson school, N. Moss, \$140; John and Brant street and Island schools, W. Eaton, \$191; Cottingham, Huron and Jesse Ketchum schools, W. Eaton, \$221; George, Wellesley and Winchester street schools, W. Eaton, \$248; Pape Avenue and Kew Beach schools, W. Williamson, \$115; Parkdale and Queen Victoria schools, W. Moss, \$165; Manning avenue and Niagara street schools, W. Moss, \$200. Painting—Bolton avenue school, T. Barrett, \$90; Morse street school, T. Barrett, \$76; Cottingham street and Jesse Ketchum schools, \$28; Borden and Clinton street schools, T. Barrett, \$58; Brock avenue, Orphan's Home and Parkdale schools, J. Phinnemore, \$87; Dufferin, George street, Park and Rose avenue schools, R. J. Norey, \$116; Island, John and York street schools, T. Barrett, \$103; Givens, Niagara and Manning avenue

schools, T. Barrett, \$95; Ryerson and Phoebe street schools, J. Phinnemore \$25. Hot water heating—Dewson street and Givens street, Gladstone avenue and Queen Victoria, Dufferin, Morse street, Park, Jesse Ketchum, Phoebe, Ryerson, and Wellesley schools, J. Sherlock Asher system, \$734. Total amount to be expended, \$3,183.—It is understood that the successful tenderers for the construction of the Temiscaming & Northern Ontario Railway are Ross, McRae & Battle. The last named member of the firm is Joseph Battle, of Thorold.

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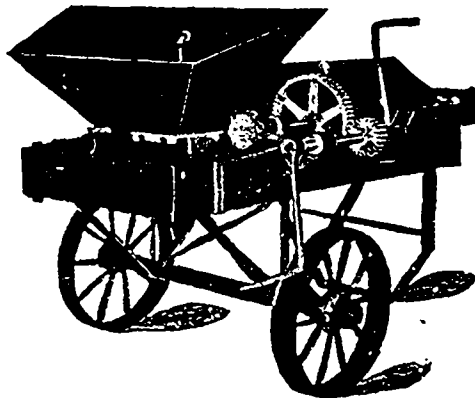
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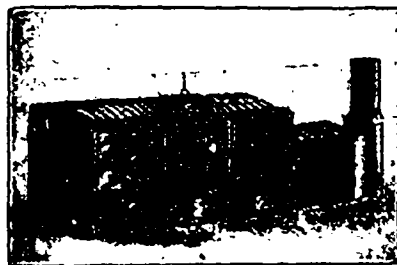
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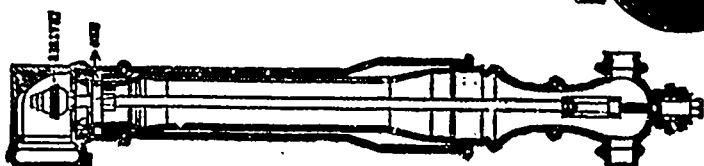
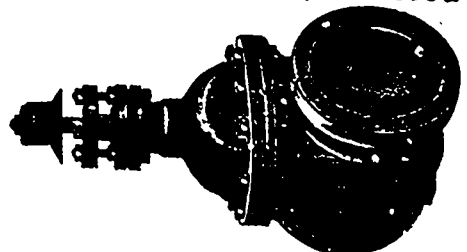
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## MUNICIPAL DEPARTMENT

### A NEW CONCRETE DAM.

The construction of a concrete dam across the Thames River at Springbank, Ont., is described in a paper by Mr. J. A. Heaman, recently read before the Canadian Society of Civil Engineers. The dam furnishes power for the London water-works, and was built to replace a timber cribwork and pile structure which had been washed out. The latter was built in 1878 and needed constant attention to keep it safe and watertight. In the spring an ice jam usually occurs at a railroad bridge a few miles above the dam, and the failure of the old dam is ascribed to large cakes of ice coming down from this jam when the water was not sufficiently high to carry them clear of the dam. These cakes gradually loosened the planking of the cribwork and the filling then washed out, after which the piles were either broken or washed away.

The new dam is about 350 feet long and about 19 feet in height above the foundation, which is a clay hardpan, except in one place where a vein of loose gravel was consolidated by ramming dry concrete into it. The dam was built in sections about 50 feet long with joints of sheet iron covered with a coating of sand and pitch to allow for expansion and contraction. The first class concrete, which was used in the exposed part of the work, consisted of 1 part Portland cement, 3 parts sand, 4 parts screened gravel and 2 parts broken stone. Second-class concrete was of the proportions 1:3:5:3. In the second class concrete stones averaging 9 inches in diameter were set by hand as the work progressed. The outside faces of the concrete were carefully floated with steel trowels before permanent setting had taken place.

By means of flashboards the water can be raised to a height of 4 feet above the crest of the dam, and it is stated that these flashboards can be put in position with 9 inches of water going over the crest. The sluiceway, which is at the further end of the dam from the flume and wheelpit, is about 7 feet lower than the dam. The sluiceway is in two parts, each 24 feet wide and separated by a concrete pier 6 feet thick at the top. Stop logs 12 inches square are used to raise the crest of the spillway to any desired level. Below the dam a timber apron was constructed of round timber, green pine and elm being used for this purpose. The logs were framed, notched and ganged together, drift-bolted at all intersections and through-bolted at ends of timber, with  $\frac{3}{4}$  inch bolts. Timbers running across stream were not less than 24 feet long, and were laid so as to break joint. The other timbers were in one length, and drift-bolts of  $\frac{3}{4}$  inch square-iron were driven through three timbers on every course. The last row of sleepers or covering sills were flattened to grade lines to receive the two

thicknesses of 2-inch elm planking. Below the apron a filling of stone, hand-placed and bonded, was put in.

During the construction of the dam, although the season was favorable for operations on the Thames River, the contractor suffered considerable loss by repeated failures of his coffer-dams and temporary works. The main coffer-dam consisted of two thicknesses of 2-inch sheet piling resting against a framework of two rows of piles cross-braced together and further reinforced by long diagonal piles braced against the top of the sheet piling. In the deepest portions the two rows of piles were replaced with stone-filled cribwork. On the water side of the sheet piling were placed two rows of barrels filled with sand. The piles and sheet piling were nearly all driven by a heavy maul operated by hand. The inadequacy of this construction was frequently shown by a portion of the dam washing away.

The concrete arched flume carrying the water to the wheelpit is about 75 feet long. Nearly 250 feet of concrete retaining wall was built at the same time with the dam. It is estimated that 3,451 cubic yards of first-class concrete were laid at \$5.50 per yard, and 2,605 cubic yards of second-class concrete at \$5 per yard. The cost of the whole work was \$44,050. Mr. John M. Moore was the engineer in charge of construction, with Mr. John Kennedy as consulting engineer.

### LEGAL DECISIONS AFFECTING MUNICIPALITIES.

THOMPSON v. TOWNSHIP OF YARMOUTH. —Judgment (H) in action brought at St. Thomas by plaintiff on behalf of himself and other ratepayers. The plaintiff alleges a contract, or quasi-contract, between himself and other ratepayers, and the corporation of the Township of Yarmouth, made on or about January 16, 1902, by which the defendant corporation agreed to maintain and repair Hughes street

bridge, to be used as an ingress to the exit from St. Thomas. The plaintiff seeks specific performance of this contract, and a declaration that the defendant corporation is liable to maintain and repair the approaches to Hughes street bridge, and a mandamus compelling the defendant corporation to repair and maintain same, or in the alternative the plaintiff claims the return of certain moneys which he paid to the defendants towards a fund to purchase an approach to the bridge. Held, that the plaintiff cannot maintain this action, because individually he has no interest in the matter, except as a ratepayer of the township. An indictment is probably the appropriate remedy. Held, further, that the defendant corporation cannot lawfully enter into the contract alleged by the plaintiff, and that the representations which the plaintiff claims were made to him, and the conversations in 1891 with the then reeve and deputy reeve, were not of such a character as to bind the defendant corporation. Action dismissed with costs.

Chief Justice Falconbridge has given out his decision in the case of Hogg vs. Brooke, in which the plaintiff sued for \$2,000 damages for injuries received owing to the non-repair of a highway in the Township of Brooke. Snow accumulated on the highway, and the plaintiff's sleigh became stuck in the snow, and in endeavoring to extricate it the plaintiff was injured. Held, that it was impossible to hold the defendant township liable, because of the unprecedented fall of snow at that particular season at which the accident occurred, it being practically impossible for the township to keep the eight miles of roadway within the township clear of snow. The action was dismissed with costs. The case was tried at Sarnia.

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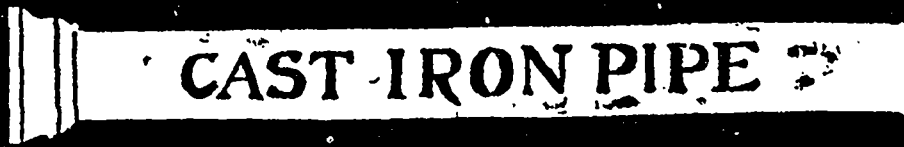


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