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CANADIAN CONTRACT RECORD

A WEEKLY JOURNAL

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.

VOL. 9.

AUGUST 3, 1898

No. 27.

THE CANADIAN CONTRACT RECORD, PUBLISHED EVERY WEDNESDAY

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

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

Advertising Rates on application.

WATERWORKS

Bulk and separate tenders, addressed to the undersigned, will be received up to the

Fifteenth Day of August, 1898,

for all the material and labor required for the Construction of a Waterworks System for the Village of Ashburnham.

Specifications and form of tenders may be seen at the office of the Peterborough Water Company, on and after the 8th August, 1898.

Each tender must be accompanied by the names of two sureties.

The lowest or any tender not necessarily accepted.

JOHN WOOD,
Clerk.

July 30th, 1898.



NOTICE TO CONTRACTORS

Tenders will be received, by registered post only, addressed to the Chairman of Board of Control, City Hall, Toronto, up to noon on WEDNESDAY, AUGUST 30TH, 1898, for the construction of the following pavements:—

ASPHALT PAVEMENT:

On Colborne Street, from Yonge Street to Church Street.

CEDAR BLOCK PAVEMENT:

On Colborne Street, from Church Street to West Market Street.

Plans and specifications may be seen and forms of tender obtained at the office of the City Engineer, Toronto, on and after Monday, August 1st, 1898.

A deposit in the form of a marked cheque, payable to the order of the City Treasurer, Toronto, for 5 per cent. of the amount tendered for up to \$1,000, and 2½ per cent. of the amount over that sum, must accompany each and every tender, otherwise it will be ruled out as informal.

The lowest or any tender not necessarily accepted.

JOHN SHAW, Mayor,
Chairman Board of Control.

Toronto, July 27th, 1898.

TO CONTRACTORS

Tenders will be received at the office of the undersigned until Noon, SATURDAY, AUGUST 13TH, for the several works required in the erection of a Gate Lodge and Hospital for Upper Canada College, Deer Park.

The lowest or any tender not necessarily accepted
SYMONS & RAE, Architects,
35 Adelaide St. E., Toronto.

TENDERS WANTED

Tenders will be received by the undersigned up to THURSDAY, AUGUST 11TH, 1898, at noon, for the construction of a STEEL SWING in Granville Street Bridge. Specifications may be seen in the office of the City Engineer. A deposit of five per cent. must accompany each tender. No tender necessarily accepted.

THOMAS F. MCGUIGAN,
City Clerk.

Vancouver, July 20th, 1898.

CITY OF BRANTFORD

FLOOD PREVENTION WORK

Sealed tenders, endorsed "Tender for Flood Prevention Work," and addressed to Charles Whitney, Esq., Chairman of the Board of Works, Brantford, Ont., in care of the City Clerk, will be received till Noon on

SATURDAY, AUGUST 20th, 1898,

for the following work:

Steel Highway Bridge over part of Grand River—100 feet span;
Concrete Pier;
Abutment of Stone and Concrete;
Timber Sluiceway Dam;
River Excavation, Embankments and Rip-Rap Walls.

Plans and specifications may be seen and forms of tender obtained at the office of the City Engineer, Brantford, on and after August 6th, 1898.

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, must accompany each and every tender, otherwise they will not be entertained.

The lowest or any tender not necessarily accepted.

CHARLES WHITNEY,
Chairman Board of Works.
T. HARRY JONES,
City Engineer.

City Hall, Brantford, August 2nd, 1898.

CONTRACTS OPEN.

FREDERICTON, N. B.—The city contemplates the purchase of a steam road roller.

AYLMER, QUE.—Archibald Lindsay purposes erecting at once a new saw mill, to cost \$10,000.

GALT, ONT.—A by-law to raise \$10,000 to extend Ainslie street was sanctioned by the ratepayers on Monday.

ROBERVAL, QUE.—It is reported that the corporation have made a loan in order to introduce a system of waterworks.

DESERONTO, ONT.—Negotiations are under way to secure the enlargement of the plant of the Deseronto chemical works.

STREETSVILLE, ONT.—Tenders will be received up to August 6 for a furnace for the high school. Apply to the secretary.

WOODSTOCK, ONT.—The C. P. R. are said to have abandoned for the present the project of building a new station here.

CORNWALL, ONT.—The town clerk has been instructed to call for tenders for the construction of a sewer on First street west.

ST. JOHN, N. B.—Arrangements are in progress for an extension of the eastern end of the St. James' church Sunday school building.

HAWKESBURY, ONT.—The town has voted \$7,500 to assist the Riordan Paper Mills Co. in establishing pulp and paper mills here.

BRIDGETOWN, N. S.—Tenders have been invited for extending the water system about 2,700 feet. F. L. Milner, town clerk.

DURHAM, ONT.—The council has given notice of its intention to construct granolithic sidewalks on several streets, at a cost of \$5,000.

GUELPH, ONT.—A new hockey rink, athletic building and swimming pool will be erected by Mr. A. B. Petrie, at his pleasure grounds.

THORNHILL, ONT.—It is expected that Trinity church will be painted and renovated. The improvements may include a memorial window.

PORTAGE LA PRAIRIE, MAN.—Tenders close August 16th for the purchase of \$8,000 of school debentures. Particulars from W. A. Prest, secretary-treasurer.

WATERLOO, ONT.—The Waterloo township council will submit a by-law to raise \$9,000 for the purpose of building and repairing certain bridges in the township.

KEMPTVILLE, ONT.—The town council has decided to lay eight thousand feet of granolithic sidewalks.—S. H. Guest, clerk, wants proposals by 10th inst. for purchase of \$10,000 of debentures.

THOROLD, ONT.—The town invites tenders for furnishing an incandescent electric light plant of from 1,500 to 2,000 lights. Particulars from R. J. Parke, consulting engineer, Toronto.

GRANBY, QUE.—The Miner Carriage Co. are about to erect a large addition to their factory.—F. M. Mellish, architect, has prepared plans for the erection of a block of stores on Main street.

ST. THOMAS, ONT.—The Elgin County Council has resolved to rebuild the court house, and build additional wings at a cost of some \$30,000. The plans will be prepared by Neil Darrach, architect.

VAUDREUIL, QUE.—Several summer residents are considering the erection of a new hotel here, and have appointed a committee to select a site. Ald. Sadler, of Montreal, and F. L. Beique, Q. C., are interested.

BRETON, ONT.—The corporation invites tenders for installing a municipal electric light plant for street and house service. Particulars from the reeve or

Mr. John Galt, C.E. and M.E., Toronto. G. T. Somers, reeve.

NELSON, B. C.—C. S. Drummond will make application to the city council for a charter for electric street railways to be built in the towns in this vicinity. Mr. Drummond represents the British Electric Traction Company, of London, England.

HALIFAX, N.S.—On Wednesday of last week the corner stone of Pine Hill College was laid. The new building will be of brick and stone, and will cost \$18,000.—Plans have been completed for the elevator to be built here by the Dominion government.

RIVER DU LOUP, QUE.—The town council has decided to have a system of waterworks. Mr. Shanley, civil engineer, of Montreal, will have charge of the work. Mr. Thomas Crockett, of this place, has acquired the control of the waterworks from the town council.

LINDSAY, ONT.—The town clerk writes that the tenders for steel bridge are still unopened. Regarding the sanitary sewer, the council has decided to carry out the work by day labor.—The Mayor has been authorized by the council to purchase a breaking plough for road-making.

WOODS ROCK, N. B.—Work on the development of the Grand Falls water power has commenced. A large building about 80x300 feet, will be erected, and there will be nearly a mile of railway built to connect with the C. P. R. Between two and three thousand dollars will be spent on the works.

RAT PORTAGE, ONT.—The Orange Society have decided to build a music hall on Second street, to be 50 by 120 feet and two storeys in height. The town engineer has been authorized to make a plan for general sewerage of the town.—The construction of a sewer from Martha street to Fort street, cost \$1,600, is proposed.

VICTORIA, B. C.—W. S. Gore, Deputy Commissioner of Lands and Works, wants tenders by August 15th for erection of gaol at Vernon.—A rumor is current on the Pacific coast that the Imperial government is about to acquire the entire site of Esquimalt village for the purposes of fortification works and dock extension.

BROCKVILLE, ONT.—Granolithic sidewalks will be constructed on the following streets: Perth street, both sides, King street to Grand Trunk Railway, cost \$3,680; Church street, north side, Perth street to Beecher street, cost \$1,340; King street, south side, Broad street to St. Andrew street, cost \$478; King street, south side, Apple to Kincaid street, cost \$900.

COLLINGWOOD, ONT.—Tenders for building a manse in McMurry's Settlement are invited by A. M. Allister up to August 11th. Plans at office of Wilson Bros.—The Collingwood Meat Company have had plans prepared for an office building, brick, one story, and 28x40 feet. The interior will be finished throughout with selected white ash and finished in hard oil.

STRATFORD, ONT.—Mr. W. F. Van Buskirk, city engineer, has presented to the council an exhaustive report on sewage purification, in which he recommends the adoption of a system of filtration. He estimates the cost as follows: Two tanks (90x50) with necessary valves, screens and discharge pipes, \$7,400; sludge well, \$600; seven filters (100x60) with pipes, valves, etc., \$9,860; outlet pipe from beds, \$1,215; incidentals and engineering, \$1,907.

LONDON, ONT.—A. O. Graydon, city engineer, wants tenders by Thursday next for building tile sewer and drain on Duchess avenue. The Sewerage Committee has again recommended the city council to adopt the international system of sewage treatment. The engineer has advised a delay of a few months.—A building permit has been issued to A. M. Keenleyside for a two story brick resi-

dence on King street, south side, near Waterloo street, to cost \$2,200.

MONTREAL, QUE.—The management of the Grand Trunk Railway announce that the necessary arrangements are being made to commence operations on the new office building at once.—The Road Committee have asked the Finance Committee for an extra appropriation of \$12,000, to be devoted as follows: \$7,000 for paving Maisonneuve street: \$2,000 for work on Logan Park, and \$3,000 to repair St. Catherine street east.—The sum of \$15,700 has been granted for the erection of No. 7 fire station.

QUEBEC, QUE.—Peachey & Dussault have prepared plans for five double houses which Mr. L. H. Gaudry proposes to erect on Maple avenue, to cost from \$2,200 to \$3,500.—It is rumored that the Minister of Public Works has decided to extend the wharves at Ile-aux-Coudres, Cap-a-l'Aigle, Cacouna, Riviere du Loup and Baie St. Paul.—E. A. Hoare, engineer of the Quebec Bridge Company, has returned from a consultation with the chief engineer of the Department of Public Works, and will prepare specifications and call for tenders for the building of the bridge at once.

HAMILTON, ONT.—The by-law to raise \$50,000 for the construction of sewers was defeated by the ratepayers last week. The Sewers Committee has \$15,000 on hand, which will be expended in building the sewers most urgently needed.—Building permits have been granted as follows: W. A. Edwards, store and dwelling, corner Queen and Robinson streets, for M. Leland, cost \$1,750; A. W. Peene, brick weigh house for the city, cost \$670.—W. F. Witton, architect, is taking tenders this week for the erection of a factory building for Geo. E. Tucket & Co.—A pipe sewer will be constructed on King street, cost \$800.

OTTAWA, ONT.—A company, represented by T. Lindsay, has applied to the city council for permission to sell electric light and power within the city limits.—It is rumored that the Ottawa Electric Railway Company has purchased the Ottawa and Gatineau Valley railway and will convert it into an electric road. A proposition is being considered to utilize the water power of the Little Chaudiere as an auxiliary to the waterworks.—Building permits were last week granted as follows: Chas. Magee, frame dwelling, Lewis street, cost \$1,500, and frame dwelling on Charles street, same cost; Patrick Kennedy, on behalf of the Lutheran congregation, brick veneered school building, on Nelson street, cost \$3,200; Holbrook and Sutherland, addition to Grand opera house, cost \$800; Robt. Fregin, frame dwelling, Fourth avenue, cost \$1,600; Thos. Ahearn, brick addition to dwelling on Maria street, cost \$2,000.

BRANTFORD, ONT.—The by-law providing \$50,000 for flood protection works was carried by the ratepayers last week.—Tenders are wanted by Wm. Farr for the erection of a residence. Geo. W. Hall is architect.—The by-law to raise funds for the purchase of a road roller was defeated.—The survey for right of way on the Brantford & Woodstock Railway has been completed from a point north of the town of Woodstock to a point on the T. H. & B., 2½ miles above the city limits. It is probable that the road will be built on this survey. It is said that there will be used in the construction of the road 4,500 tons of 90-pound steel rails, 72,000 cedar ties, 15,000 fence posts, 52 miles of wire fencing, 2 miles of cast iron ornamental fence; 700 cubic yards of cut grey limestone, and over 3,000 tons of steel and iron for bridge and other purposes. Contracts will be let for driving nearly two miles of piles and for hauling gravel and material, also for five steel buildings and for building four brick depots. The repair shops will not be built at once.

WINNIPEG, MAN.—A gentleman has purchased property on River avenue on which to build a fine residence.—It is the intention of the Winnipeg Shoe Company to enlarge their factory.—The city engineer estimates the cost of asphalt pavement, 94 feet wide, with dressed stone curb, on Portage avenue, from Main street to Donald street, at \$43,000. The work will be proceeded with.—None of the tenders received for the construction of a waterworks system having been found satisfactory, the city engineer has recommended the adoption of a system of eight inch wells, at 200 feet intervals, 100 to 120 feet deep, arranged so that it may be extended in depth, if necessary, at the diameter of 6 inches. The council has decided to again invite tenders in pursuance of the engineer's recommendation.—The plans and specifications for the proposed Y.M.C.A. building to be erected on the corner of Portage avenue and Smith street, have been completed by the architect, Mr. George Browne. Canvassing for subscriptions will commence at once, and as soon as enough funds have been raised the erection of the building will be proceeded with.

TORONTO, ONT.—Gordon & Sampson, solicitors, of this city, give notice that application will be made at the present session of the Ontario Legislature, for an act to incorporate the Haliburton, Whitney & Mattawa Railway, with power to construct a railway from a point near the present terminus of the Grand Trunk Railway at Haliburton to a point on the Ottawa, Arnprior & Parry Sound Railway, near the village of Whitney, and from thence to a point near Mattawa.—The Canadian Practitioner and the Canadian Medical Journal have been advocating the establishment of a sanitarium for consumptives adjacent to Toronto. The cottage plan is recommended.—At a recent meeting of the York County Commissioners, it was decided not to assist the village of Markham in rebuilding the bridge that crosses the Rouge river south-east of the village.—The officials of Euclid avenue Methodist church have for some time past been considering the advisability of reconstructing their present church, or building a new one. It has now been decided to make extensive improvements to the old building. The sum of \$6,000 has already been subscribed.—P. Gibson & Sons, township engineers, have prepared plans for the erection of bridges over Black Creek, on the 5th concession of West York, and over the Don, on the 4th concession east, tenders for which will be taken at once.

FIRES.

The fires of the past week included the following: Montreal Linotype Company's factory on St. Antoine street, Montreal; loss on building, \$25,000; insurance, \$20,000. The loss on plant is placed at \$100,000.—Gilmour & Co.'s saw mill, two miles north of Campbellford, Ont.; heavy loss.—Coulson frame block at Niagara Falls, Ont., together with brick stables of Windsor hotel; loss, \$5,000; partially covered by insurance.—Brick residence of John Jefferson, near Paris, Ont., loss \$3,000.—Several buildings at Pugwash, N. S., including buck dwelling of W. H. Brown, American hotel, dwellings of T. Langille, Samuel Power, William Jemison, Hance Hollis and others; loss, \$35,000.—Monpetit's sash and door factory, Bray's carriage factory and several dwellings at Coteau Station, Que., loss over \$30,000.—Steamer D. L. Mather, owned by Keewatin Lumber Company, Keewatin, Ont.—Hotel at Westfield, N.S., owned by L. H. Vaughan.—Property at Waterville, Que., owned by Gale & Co.; loss \$10,000.—Queen's hotel at Ridgetown, Ont., owned by Mr. Roach; insurance on building, \$9,000.

CONTRACTS AWARDED.

COLLINGWOOD, ONT.—Extension to tannery of C. W. Tobey: Wilson Bros., contractors.

DURHAM, ONT.—\$15,840 of town debentures: John Kelly, representing Toronto client, successful tenderer; price, \$16,225.

BRANTFORD, ONT.—The contract for the alterations and additions to the Brantford Box Company's factory has been let to P. H. Secord.

PARRY SOUND, ONT.—It is said that McKenzie & Mann have secured the contract for building the proposed railway from Toronto to this place.

HALIFAX, N.S.—The contract for the construction of wharves and sheds at the railway terminus has been awarded to Rhodes, Curry & Company.

PETERBORO, ONT.—Contracts were let last week to Dolan & Sheehy, of Belleville, for the construction of granolithic pavements on George and Water streets.

RAT PORTAGE, ONT.—The contract for building Presbyterian church has been awarded to Stevens & McKinnon. Price, exclusive of excavations and furnishings, \$11,600.

LONDONDERRY, N. S.—The Londonderry Iron Co., Limited, have obtained a further contract from Charlottetown, P.E. I., for 20 inch Bell and Spigot, and 20-inch flexible or ball-joint pipe.

BROCKVILLE, ONT.—A. T. Hagen, Rochester, N. Y., has just let to Jacobs & Castle, Ogdensburg, the contract to build a \$14,700 cottage at his summer home, Ina Island, near Summerland.

MONTREAL, QUE. The successful tenderer for building No. 7 fire station is L. Beaudry; price \$15,600.—The City Council has given the contract for paving Craig street to Bellhouse, Dillon & Co.

CHATHAM, ONT.—Contracts for sewers have been let by the city as follows: Grant street sewer, Horn Bros., \$226; Forsythe street sewer, Richard Stevens, \$64; Baldoon street sewer, Fieider & Co., \$1,595.

HAMILTON, ONT.—The contract for alterations, shelving, counters and staircase for Robert Duncan & Co.'s store has been awarded to Malcolm & Souter. The same firm has secured the contract for the interior work of a large drug store at Niagara Falls.

DARTMOUTH, N. S.—The council has accepted the following tenders. Trenching on Dahlia street extension, A. Awalt (earth, 25c.; solid rock, \$2.50; loose, \$1.50; hard pan, 75c.); drain pipe, Standard Drain Pipe Company, St. Johns, Que.; water pipes, Londonderry Iron Company.

ROSSLAND, B. C.—The contract for widening to standard gauge the Columbia & Western Railway between Rossland and Trail has been let to Winters, Parsons & Boomer. The tender covers about twenty different items, exclusive of laying the steel, and amounts in the aggregate to about \$70,000.

TORONTO, ONT.—Mr. R. A. Ogilvie has let contracts for a residence on east side Spadina road for Mr. Gash, barrister.—York and Peel County Councils last week let the stone work of Summerville bridge to W. G. Candon, of Streetsville, and the steel work to the Cleveland Bridge Company, at a cost of \$1,180.

LONDON, ONT.—The tender of the Hamilton Bridge Company for the erection of an iron butcher shed has been recommended for acceptance.—Three tenders were received for the construction of section "B" of the sewerage system. That of Harding & Leathorne, of this city, at \$13,746, has been accepted. J. H. McKnight, of Toronto, tendered at \$14,545, and E. Leonard & Son tendered only for

the supply of the steel pipe, at \$1.76 per running foot.

STRATFORD, ONT.—The ratepayers on Friday last voted in favor of erecting an entirely new municipal building, from plans by Geo. W. King and J. W. Siddall, architects, Toronto. For the construction of the building the tender of E. A. Cawsey and J. L. Youngs, local contractors, has been accepted, the price being \$27,787. Following are the various tenders submitted: Bulk tenders—W. Clark, Toronto, \$32,300; T. Orr, Stratford, \$31,079; Ruston Bros., Stratford, \$30,140; D. Easson, Stratford, \$30,419; E. A. Cawsey & J. L. Youngs, \$27,787; Wm. Daly, \$30,127. Separate tenders: Mason and brickwork—T. Cameron & Son, \$14,800; J. Crane, \$14,490. Carpenter and joiner work—W. Nash, \$10,995; D. Easson, \$8,794; Geo. Rithbone, \$12,000; Wm. Daly, \$8,523; Ruston Bros., \$8,774. Plastering—Duckworth Bros., \$1,983; McIlwain, \$2,168; Wm. Ireland, \$1,514; Thos. Henderson, \$1,800. Steel and iron—Dominion Bridge Co., \$1,430; Hamilton Bridge Co., \$1,375. Painting and glazing—F. E. Phillips, \$1,329; F. Winkler, \$1,991. Slating—J. H. Whitaker, \$650. Electric lighting—H. F. Strickland, \$371; R. A. L. Gray, \$397. Heating and plumbing—W. J. McGuire & Co., \$2,178; W. Mashinter & Co., \$2,195; A. Sachs, \$2,191; Purdy, Mansell & Co., \$2,359; The Keith & Fitzsimmons Co., Limited, \$2,150. Carpenter work only—A. B. Coleman, \$7,500. Galvanized iron and roofing—A. T. McIntyre, \$2,750. Galvanized iron, slating and felt roofing—D. Duthie & Sons, \$2,025. Slate, felt and gravel roofing and galvanized iron work—H. Williams & Co., \$2,025; A. B. Ormsby & Co., \$2,010; Tucker & Dillon, \$2,412. Plumbing, steam heating, galvanized iron and felt roofing—A. Brandenberger, \$4,525. Plumbing, galvanized iron work, felt roofing and slating—J. A. Caslake, \$4,247. For the reconstructed building the following tenders were received. Bulk tenders—Thos. Orr, Stratford, \$22,000; Wm. Daly, Stratford, \$20,536; E. A. Cawsey and J. L. Youngs, Stratford, \$23,706; D. Easson, Stratford, \$21,182; Ruston Bros., Stratford, \$20,710. Separate tenders. Carpenter work—W. Daly, \$7,600; D. Easson, \$8,062; Ruston Bros., \$7,932. Heating, plumbing and galvanized iron—A. Smith, \$3,800. Plumbing and galvanized iron—A. Brandenberger, \$1,700; J. A. Caslake, \$1,159. Slating—J. Whitaker, \$1,100. Painting and glazing—F. Winkler, \$2,105. Plastering—T. Henderson, \$1,700; Wm. Ireland, \$1,465.

BIDS.

WINNIPEG, MAN.—Two tenders were received by the city for the construction of the proposed waterworks system. The Pneumatic Engineering Company, of New York, tendered at \$1,318,866, and W. F. Lee at \$723,387.50. C. L. Parker, of Winnipeg, submitted a scheme for building as a public work under his superintendency. The tenders have been referred to the city engineer for a report.

FIREPROOFING COMPOUNDS.

The systematic testing of about fifty different substances for their capacity of rendering materials unflammable, showed that the compounds recommended for this purpose are of very unequal value. Thus, by holding in the flame of a candle strips of filtering paper uniformly impregnated with solutions of the various bodies containing 20, 15, 10, 5, 3, 5, 2, 1, and 0.5 per cent. of anhydrous substance, or charged with an insoluble body precipitated from such solutions, it was found that while some were rendered practically unflammable, others did not appear to be much affected by the impregnation, or had become even more combustible than pure paper. In accordance with the results of a great number of such experiments, the substances employed are classified as follows:

1. SUBSTANCES INCREASING COMBUSTIBILITY.—Sodium sulphate, sodium sulphite, sodium thiosulphate, sodium silicate, sodium carbonate, sodium stannate, sodium tungstate, sodium chloride, potassium sulphate, potassium phosphate, potassium chloride, zinc carbonate, calcium carbonate, magnesium carbonate, calcium sulphate, ferrous sulphate, magnesium hydroxide.

2. INDIFFERENT SUBSTANCES, OR BODIES WHICH ARE EFFECTIVE ONLY WHEN USED IN LARGE QUANTITIES.—Magnesium sulphate, aluminum borate, zinc borate, calcium phosphate, magnesium phosphate, aluminum phosphate, zinc phosphate, sodium acetate, potassium acetate, silicic acid, sodium phosphate, aluminum hydroxide, precipitated from an

(Continued on page 4.)

THE HAMILTON BRIDGE WORKS CO., LIMITED.

HAMILTON - CANADA

Railway and Highway Bridges

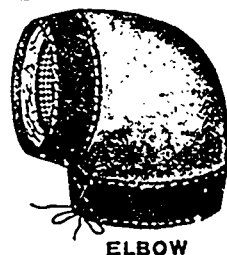
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acid solution, tungstic acid, ammonium tungstate, potassium carbonate.

3. SUBSTANCES WHICH RENDER CELLULOSE SPECIFICALLY UNINFLAMMABLE.—Ammonium sulphate, ammonium phosphate, ammonium chloride, calcium chloride, magnesium chloride, zinc sulphate, stannous chloride, alum, borax, boric acid, aluminum hydroxide, precipitated from sodium aluminate.

Of these substances, the first three ammonium salts mentioned, and aluminum hydroxide, may be considered to be the best adapted for practical purposes. The explanation of the fire-proofing properties of the ammonium salts is to be found in their becoming volatilized, and dissociated by the influence of heat, the vapors formed producing an incombustible mixture with the combustible gases. Calcium, magnesium, and zinc chlorides, act in a similar manner through the separation of hydrochloric acid. Sodium and potassium chlorides being unalterable by heat, are also ineffective as fire-proofing materials. Zinc sulphate and alum likewise owe their effectiveness to dissociation by heat. The action of aluminum hydroxide is a purely mechanical one, hence the striking difference in the behavior of the granular modification left after drying of the voluminous precipitate from an aluminum salt and that of the exceedingly finely divided product obtained by the action of carbonic acid upon a solution of sodium aluminate.

As regards the increased combustibility of paper after impregnation with the substances enumerated above, this appears

likewise to be owing to a mechanical action, resulting in the prevention of loss of heat.—Manufacturer and Builder.

NOVEL FIREPROOF CONSTRUCTION FOR WAREHOUSES.

A building, which is generally regarded by architects and underwriters as one of the best examples of strictly fireproof construction in that city, if not in the United States, is the new warehouse of John Druecker, now in process of erection on Canal street, in Chicago, Ill. The steel frame work is being incased in a fireproof covering of cinder concrete, the nearest approach of the steel to the air at any point being over 3 inches. The interior of the columns will be filled solid with the same material. The floors will be cinder concrete, in which the beams will be entirely enveloped, and the wearing surfaces of the floor will be Portland cement and crushed granite. The external columns will be treated the same as the internal ones, except that the outer or weather covering will be hollow bricks. No tile, however, will be used in the construction of the building, except the elevator inclosure. The window frame and sash throughout will be of iron, and all window glass will have wire imbedded in it to prevent breaking under the action of heat. The building will rest upon Norway piles driven to the hard clay, the piles being 55 feet in length and cut off at least 5 feet below the level of the water in the river. The piles will carry di-

mension stone foundations up to the basement floor line. The structure, which will be 15 stories in height, is estimated to cost \$300,000, and 100 feet of the frontage it is expected will be completed by May 1.

A NEW ARTIFICIAL STONE.

A Scotch firm is said to be manufacturing an artificial stone which is said to stand every test, and to be impervious to all vagaries of the weather. The process is a simple one, and the ingredients of the stone, chiefly lime and sand, are not expensive commodities, so that it is believed that the artificial product will be able to compete with the real. The lime and sand, having been thoroughly incorporated, are passed into moulding boxes, which may be of any convenient size or shape, and these are placed within the converter. Water at high pressure, and having a high temperature, is then pumped into the converter to cause the necessary chemical union between the lime and sand, and the moulding boxes are also submitted to a temperature of about 400 degrees Fahrenheit by the action of superheated steam. In about thirty hours the surplus water is run off, but the heat is continued, in order to remove moisture from the moulding boxes, for another fifteen hours. The boxes are then removed from the converter, and the stone within them is practically ready for use. Experiments are now in progress from which it is hoped that other products of nature's laboratory, such as slate and marble, will presently be successfully initiated.

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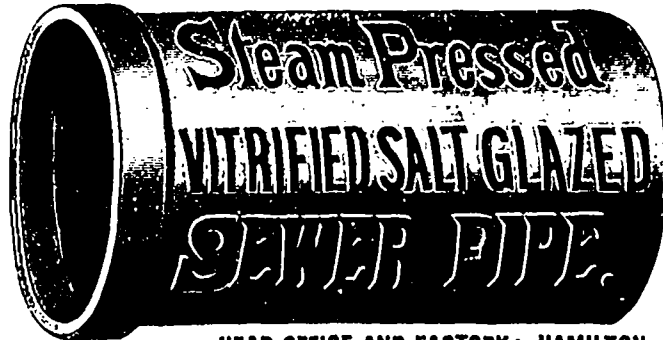
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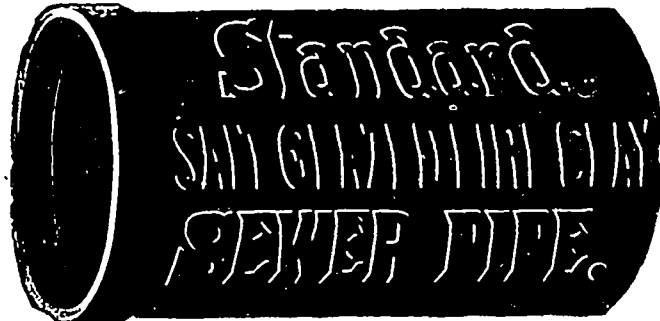
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CAST-IRON PIPES.

The following suggestions for specifications of cast-iron pipes were read before the American Waterworks Association by Mr. F. D. Wanner:

1. The metal used should be a No. 2 X or No. 2 plain foundry iron remelted in a cupola or air furnace, and of such quality and mixture as will produce a strong and even grained pipe or casting that will drill and cut readily, and possess a tensile strength of at least 16,000 lbs. per square inch.
2. Pipe should be cast vertically in dry sand moulds truly cylindrical in shape, uniform in thickness of metal, in sections of 12 feet exclusive of bell, with bell end down. The seat or shoulder of the bell and the spigot end should be even. It is conceded in the art of pipe-making at this time that they should be cast vertically for obvious reasons, such as greater solidity, regularity of metal, and less chance of air bubbles and of dross remaining in the pipe. They should also be cast with bell ends down, as this will produce a more perfect head, more shapely in form and of greater regularity in depth of socket and metal. Definite action in the specifications on this point would be of advantage to pipe-makers, and save them the expense of maintaining a double complement of fixtures. Some engineers are determined, others indifferent, as to this practice. While perhaps a majority of the specifications call for bell ends down, many of them are not enforced, and in the majority of such instances the pipes are cast bell ends up, as a matter of economy and convenience to the pipe-makers.
3. The depth of socket or bell, with a suitable V shaped lead ring, should be from 3.5 to 5 inches, according to the diameter or size of pipe; joint room or lead space from five-sixteenths to one-half inch, with number, year and initials of the manufacturer cast in raised letters and figures upon each pipe or special.
4. The thickness of metal, weight of pipe, with a fair allowance for variation, say from 3 to 5 per cent., should be regulated by the head or pressure to which the pipe is to be subjected, and correspond to the drawings and instructions of the engineer, who should always endeavor to remain on the side of safety, and not forget that it is but small economy, especially during these low prices of pig iron, to recommend light-weight pipe even for the lightest pressure.
5. The pipe and castings, after coming out of the foundry, should be thoroughly cleaned inside and outside, chipped nicely, and then carefully inspected with a light pick-hammer for that purpose. After this inspection, the pipe and specials for water should be properly heated, and while hot dipped into a suitable preparation of coal

tar mixed with a sufficient quantity of dead oil to give it the requisite body and gloss; the coating, after it is applied, should become hard and tenacious, and show no blisters or flakes. The coating on pipe and specials, while an important feature in the trade, is of easy attainment with the proper materials and management.

6. Pipe should be tested by a machine built for that purpose under hydraulic pressure of from 100 to 300 lbs. to the square inch, according to the use intended, giving the pipe while under this pressure a few slight raps with a light iron or wooden hammer.

7. After testing the pipe, they should be weighed, and the weight of each marked in white lead, either in the bell or on the outside. Pipe and castings should be sold by the pound, or the legal ton of 2,000 pounds. There is no so-called gross ton of 2,240 pounds for pipe or castings, and it can be made obligatory only by special contract in writing. This ton should not exist at all, and there is no reasonable excuse for its maintenance by anybody whatever. It is annoying alike to the buyer and the seller, as well as to the railroad companies and other carriers. It is a nuisance that should have been abolished long ago.

8. Time for the beginning of shipment of pipe, quantity per week or month and time for completion should be plainly stated in contract, and without penalty for non-performance of contract on time, because it cannot be enforced at law; and why, then, encumber the contract with it or attempt to frighten the souls of the contractors?

9. Terms of payment should be thirty days cash, unless otherwise agreed, after the delivery of pipe and castings, less 10 per cent. to be retained until the satisfactory completion of the contract.

10. A bond may be required in from one-fourth to one-half of the amount of contract, with sufficient security, rendered by a surety company wherever the same may be practicable.

Parties inviting proposals or bids for pipe and special castings should refrain from asking for bids made on their own proposal blanks or for cash or cheques, because this practice is not binding and is against the policy of law, of no service to them, and frequently annoying and a hardship to the bidders, who are, in any event, dependent upon the favor and tenderness of those inviting them to bid

under the invariable reservation or right "to reject any and all bids."

Special castings should be cast upright or on an incline in dry sand or loam moulds, though small specials with care and good management may be cast successfully in green sand moulds.

The fault in specifications too often, outside of provisions that are unreasonable and cannot be fulfilled, lies in their being drawn too rigidly against the contractors and manufacturers, who are treated and seemingly looked upon in the outset as if they were both dishonest and incompetent.

IRON SHUTTERS.

Chief Bonner, of the New York fire department, has rudely shaken the faith of those who have hitherto placed their trust in iron doors and shutters as the only proper safeguards against the inroads of fire. He says:

"It is claimed that iron shutters are nearly as good as tin-covered wood shutters, if properly made. This is a mistake. Iron shutters, from my experience, have never withstood fire as the "Underwriter" shutter has, and they are deceptive in many cases, and have possibly caused more damage by permitting an extension of fire than is generally known. In the case of the Cohnfield fire some years ago, at the corner of Greene and Bleeker streets, iron shutters protected the side of the building on the south side of the Cohnfield building, as well as in the west wall of the Bleeker street building; but when the flame from the rear of the Cohnfield building took possession of this yard and its surroundings, it opened those iron shutters as if they were unclapped mechanically from the outside; and this in a measure was responsible for the extension of the fire to each of the buildings. I felt confident previous to the opening of those shutters, that the department could hold the fire in check and confine it to the building in which it originated, and I felt some little confidence in the fact that the shutters on both buildings were closed; but I was sadly mistaken, for the first great volume of flame which passed out of the Cohnfield building opened the shutters, as I have already stated, without the slightest trouble, exposing both buildings at the same time to the mercy of the flames. From that time to this I have not taken any stock in iron shutters, and I believe they are deceptive and should not be used where the risk is of any account.

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