

CANADIAN CONTRACT RECORD

A WEEKLY JOURNAL
OF
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 30, 1901

No. 39

THE CANADIAN CONTRACT RECORD, PUBLISHED EVERY WEDNESDAY

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1 right and 1 left hand 48 inch Leffel Water Wheels.
2 No. 6 Rotary Pumps with large air chamber shafting, gearing and boxes complete.
1 large Escape Valve and connecting pipes. &c.
The above are in good condition and will be sold cheap. For further particulars apply to

J. W. SANDERS,
own Clerk.

Port Hope, 25th Sept., 1901.



SEALED TENDERS addressed to the undersigned, and endorsed "Tenders for Heating Apparatus, Dundas, Ont.," will be received at this office until Thursday, 7th November, inclusively, for the supplying and placing in position of a heating apparatus at the Armories, Dundas, Ont., according to plans and specification to be seen at the Department of Public Works, Ottawa, and at the office of W. A. Edwards, Architect, Hamilton, Ont.

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

An accepted cheque on a chartered bank, payable to the order of the Minister of Public Works, equal to ten per cent. (10 p. c.) of the amount of tender, must accompany each tender. The cheque will be forfeited if the party tenderer 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,
FRID. GRILNAS,
Secretary.

Department of Public Works,
Ottawa, Oct. 21st, 1901.

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

TOWN OF AYLMER. TO CONTRACTORS.

Separate or bulk tenders, addressed to the undersigned, and endorsed "Tenders for Waterworks," will be received up to noon on MONDAY NOVEMBER 11th, 1901, for the material and labor required in a proposed extension of the Waterworks System.

- 1st. Supply of cast iron pipe, special castings, valves, valve boxes and hydrants.
- 2nd. Laying water mains and setting valves and hydrants.
- 3rd. Supply of material and construction of concrete foundation for standpipe.
- 4th. Supply of material and erection of standpipe.

Plans and specifications may be seen and forms of tender obtained at the office of Wm. Mahlon Davis, Consulting Engineer, Berlin, or at the office of Town Clerk, Aylmer.

The lowest or any tender not necessarily accepted.

JUNIUS BRADLEY,
Town Clerk, Aylmer, Ont.

TO CONTRACTORS.

Tenders will be received at the office of the undersigned until 5 p. m., MONDAY, NOVEMBER 12th, for the

Central Heating, Power and Electric Plants

for the Queen's University and School of Mining Buildings, Kingston, Ont.

Plans and specifications can be seen at the offices of the Architects in Toronto and Kingston.

The lowest or any tender not necessarily accepted.

SYMONS & RAE,
Architects, Toronto.

G. Y. CHOWM, Registrar,
Queen's University, Kingston.



NOTICE TO BUILDERS, ETC.

Tenders addressed to the undersigned will be received through registered post only up to noon on

Wednesday,

November 20th, 1901,

for the various trades required in the erection of new Office Buildings and Caretaker's Residence on Wellington avenue, in the City of Toronto, in connection with the Cattle Market.

Plans and specifications and form of city contract may be seen and all necessary information may be obtained upon application at the office of Mr. A. R. Denison, Architect, 20 King Street West, Toronto.

Contents of envelopes containing tenders must be plainly marked on the outside.

The usual conditions relating to tendering as prescribed by city by law must be strictly complied with or the tenders will not be entertained.

The lowest or any tender not necessarily accepted.

O. A. HOWLAND (Mayor),
Chairman Board of Control.

City Hall, Toronto, Oct. 26th, 1901.

SOUTHAMPTON NEW WATERWORKS SYSTEM, PIPING and TRENCHING.

Sealed tenders will be received by James Howe, Town Clerk, Southampton, Ontario, until 8 p. m., THURSDAY, 7th NOVEMBER, 1901, or supplying all material and labor connected with a system of six-inch and eight-inch Water Mains, including specials, valves, valve boxes and fire hydrants.

Plans, specifications and full particulars, with forms of tender, can be obtained at Southampton or Toronto.

An accepted bank cheque, payable to the Treasurer of Southampton, for 10 per cent. of tender, must be enclosed.

This deposit will be retained as security for proper fulfilment of contract, but shall be forfeited if party refuses or fails to satisfactorily complete the work.

JOHN GALT, C. E. and M. E.,
Consulting Chief Engineer,
Toronto, Canada.

Room 12, Aberdeen Chambers, corner Victoria and Adelaide streets.

TOWN OF BRACEDRIDGE.

PUBLIC SCHOOL DEBENTURES FOR SALE

Sealed tenders will be received by the undersigned up to 2 o'clock p. m. of MONDAY, the 11th NOVEMBER, 1901, for the purchase of \$4,500 Public School Debentures of the Town of Bracebridge, bearing interest at 4 1/2 per cent., payable in 20 equal annual instalments of \$225.00 each. Debentures dated 1st November, 1901.

ALEX. C. SALMON, Town Clerk,
Bracebridge, Ont.

CONTRACTS OPEN.

BANFF, N.W.T.—The C. P. R. have decided to enlarge their hotel here.

BRIDGBURG, ONT.—A new business block is to be built on Jarvis street.

SAULT STE. MARIE, ONT.—A movement is on foot to establish a high school here.

LISTOWEL, ONT.—Hay Bros. purpose building a new flour and oatmeal mill here.

ST. JOHN, N.B.—The New Brunswick Telephone Co. are taking steps to place their wires underground.

BARRIE, ONT.—It is proposed to submit a by-law to the ratepayers to raise \$3,000 for erection of new fire hall.

SANO POINT, ONT.—The Upper Ottawa Improvement Co. will construct a large wharf opposite this place.

MEAFORD, ONT.—The ratepayers will vote on a by-law on November 19th to raise \$4,000 for railway right of way.

BROCKVILLE, ONT.—The Ontario Government purposes installing a system of modern spray baths in the asylum here.

HINTONBURG, ONT.—Jns. Lunny & Co. are about to build a shed 104 feet in length for the storage of dressed lumber.

NEW DUBLIN, ONT.—J. B. Barry wants tenders by November 4th for removing 300 cubic feet of rock on the Kingston road.

ELMIRA, ONT.—It is said that M. Hendrich will erect a residence next spring.

CACHE BAY, ONT.—The building of the new school has been postponed until next spring.

SOUTHAMPTON, ONT.—Noah Eby has purchased a site on which to build a sash and door factory.

BLYTH, ONT.—A loan of \$6,000 has been granted to C. H. Besse to aid him in rebuilding his flour mill.

VICTORIA, B. C.—Thomas Hooper, architect, is calling for tenders for erection of two storey building on Fisguard street.

REVELSTOKE, B. C.—The council propose to raise \$4,000 by debentures for street and sidewalk improvements.

NIAGARA FALLS CENTRE, ONT.—John Zyback is about to erect three new dwelling houses on Bendor avenue.

OWEN SOUND, ONT.—Electrical companies are figuring on the installation of an electric plant in the new Sun cement works.

CHATHAM, N. B.—The citizens are considering the advisability of voting \$40,000 for waterworks and sewerage purposes.

KINGSTON, ONT.—The Kingston & Pembroke Railway Co. has completed its survey of the proposed route to Carleton Place.

ELORA, ONT.—A by-law was carried here last week granting a bonus of \$2,500 to J. C. Mundell & Company, furniture manufacturers.

DELORAINÉ, MAN.—Plans for the new C.P.R. station here are now being prepared, and the building will be proceeded with forthwith.

KOOTENAY, B. C.—A syndicate of British capitalists have submitted an offer to build the Coast-Kootenay railway.

SANDON, B. C.—Tenders are being taken on a pipe line to be constructed in connection with the Cyanide concentrating plant.

DUTTON, ONT.—Bids are invited by J. D. Blue up to Monday, November 4th, for purchase of \$1,000 4 per cent. fire protection debentures.

CHATHAM, ONT.—J. W. Carswell, architect, is this week taking tenders from all trades for remodelling the residence of Harry Stevens, on Victoria avenue.

NEW HAMBURG, ONT.—The ratepayers on Monday last sanctioned the by law granting a bonus to the Hamburg Brass Mfg. Co. — Jacob Morley intends building a new power house

HUMBERSTONE, ONT.—The contract for building the Beiderman drain will be let by public competition on November 4th. E. W. Fares is commissioner.

WAINFLEET, ONT.—The reeve of Wainfleet township has been instructed to employ an engineer to prepare plans for improvements to the Little Forks Creek.

HULL, QUE.—The contract will be let this week for building a new pump house.—The Quebec Government have been petitioned to build a registry office here.

LETHBRIDGE, N.W.T.—It is said that Mr. Knight the millionaire sugar manufacturer, of Provo, Utah, has decided to erect a large factory at this place.

STOUFFVILLE, ONT.—It is reported that Walter Scott, of this town, has purchased property at Jackson's Point

on which he will build a large hotel of 130 rooms.

ST. THOMAS, ONT.—A by-law granting a bonus of \$20,000 to Thomas Bros., of Norwich, to establish a woodenware factory here, was carried on the 22nd inst.

BELLEVILLE, ONT.—It is understood that Mr. Van Dyke, of Grimsby, is negotiating for the purchase of the Belleville street railway, with the object of extending it to Trenton.

WALKERTON, ONT.—A by-law is to be submitted to the ratepayers in January to grant a bonus to Ker & Harcourt, of Parry Sound, to remove their spool and bobbin factory to this place.

ST. CATHARINES, ONT.—Contracts are about to be let for the enlargement and improvement of the powerhouse of the Niagara, St. Catharines & Toronto Railway Co. at Merriton.

TORONTO JUNCTION, ONT.—The Property Committee of the Public School Board has recommended that all four rooms of the new Western avenue school be completed this fall

HALIBURTON, ONT.—Gordon & Samson, Toronto, solicitors for the Haliburton, Whitney & Mattawa Railway Co., will apply for an extension of time for the commencement of the road.

LONDON, ONT.—Tenders close November 1st, at office of Herbert Mathews, architect, for factory in East London for C. R. Somerville.—It has been decided to construct a tar macadam pavement on Queen street.

ARNPRIOR, ONT.—The county council committee appointed at the June session to examine the Eganville bridge recommended that a new bridge be built. Another committee has been appointed to report as to the cost, etc.

TRURO, N.S.—D. Gunn intends to rebuild his block of stores on Inglis street. He states that he is not likely to rebuild the opera house.—The town will likely offer for sale immediately \$30,000 of 4 per cent. bonds.

BERLIN, ONT.—The Provincial Board of Health has recommended that the septic tanks be increased to at least double their present size, and that other improvements be made looking to a more efficient sewerage system.

SHERBROOKE, QUE.—Lieut.-Col. Harkom's plan to rebuild the Richmond-Melbourne bridge has fallen through, and it is the intention of the municipalities to ask the Quebec Government for assistance towards its reconstruction.

RAT PORTAGE, ONT.—The C. P. R. is considering the building of a branch railway from Dingwic northward to Lac Seul, a distance of 21 miles. The Ontario Government, it is said, will improve the navigation of Lac Seul and Lake Minikie by means of locks and dams

PETERBOROUGH, ONT.—Buffalo capitalists are negotiating for the purchase of the Peterborough and Ashburn-

ham Electric Railway. If secured they purpose extending the line to Lakefield, a distance of seven miles, and putting on new rolling stock.

SOUTHAMPTON, ONT.—James Howe, town clerk, invites tenders up to November 7th for supplying material and labor for a system of 6 inch and 8 inch water mains, including special valves, valve boxes and fire hydrants. John Gault, C. E., Toronto, is consulting engineer.

QUEBEC, QUE.—It is reported that the city engineer is getting information regarding the cost of a municipal electric light plant.—A party of United States capitalists are negotiating for the purchase of the St. Louis hotel, the intention being to replace it by a modern structure with plate glass front.

WESTMOUNT, QUE.—A new church will shortly be built for the parish of St. Leon. It will be of stone, 100x70 ft., with spire 120 feet high, cost \$20,000.—A. F. Dunlop, architect, has completed plans for a block of brick and sand stone houses to be erected on corner of Chesterfield and Claremonte avenue for John Torrance.

NIAGARA FALLS, ONT.—A by-law will be submitted to the ratepayers in January to raise \$20,000 for new waterworks pumps.—M. W. Comstock, of Buffalo, solicitor for the Chippewa & Niagara Falls Electric Railway Co., has asked for running rights through the streets of this village.—William Nichols has prepared plans for three dwelling houses to be built on Pender avenue by John Zyback.

COLLINGWOOD, ONT.—It is rumored that Capt. Currie purposes erecting a brick office building on the corner of Hurontario and First streets.—The Manitoulin & North Shore Railway has been surveyed from Owen Sound to Ben Allen.—The Cramp Steel Company have changed the specifications for their buildings, and the boiler room, engine room, bar mill and train mill will be solid stone structures, with iron roofs.

SYDNEY, N.S.—The council has decided to purchase 1,000 feet of fire hose.—Mills, McKenzie & Ross will build temporary quarters pending the erection of a permanent building.—Cornelius Shield manager of the Dominion Coal Co., stated that an electric railway will be built between Sydney and Glace Bay.—Early next spring the Masonic Society will erect a three-storey brick and stone building.—The electric light plant here has been bonded by W. A. McKay, representing Halifax capitalists. It is the intention of the company to improve and extend the plant.

HAMILTON, ONT.—It has been suggested that a by-law be submitted to the ratepayers to provide funds to build required sewers. The city engineer has recommended that a sewer be built on Catherine street, at a cost of \$23,000.—

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THE PATERSON MAN'G Co., LIMITED

TORONTO MONTREAL ST. JOHN HALIFAX

Building permits have been granted as follows: G. H. Milne, two storey brick dwelling on Main street, between Walnut and Catherine, for R. Kennedy, cost \$1,000; also two-storey brick dwelling on West avenue, between Hunter and Stinson street, cost \$1,800.—A site has been selected for the proposed isolation hospital.

GODERICH, ONT.—The by-law granting a bonus of \$10,000 for the erection of a summer hotel was carried here last week. The hotel will be built by W. H. Smith, of Indianapolis, and will be a three storey brick veneer building, to accommodate 200 guests.—E. N. Burrows and T. Dumont, of St. Thomas, have made a proposition to the council of this town to establish a carpet factory here. They offer to erect a factory factory building 24x40 feet, a boiler house 24x14 feet, and a dye house 16x42 feet, at a cost of \$5,000.—A committee of the council has recommended the installation of the new style long burning arc lamps for street lighting, also the adoption of the meter system.

WINNIPEG, MAN.—Andrew Carnegie has offered \$75,000 towards a public library in this city, provided the city will give one-tenth of that amount for maintenance.—By-laws have been given second readings in council as follows: To raise \$50,000 to build four suburban fire halls, to construct foundations under north and south halls, and to purchase an additional dynamo; to raise \$61,740 for the purchase and installation of new plant and water pipes and new services.—It is the intention of the council to construct the following works: Cedar block pavements—Princess street, Pacific avenue to C. P. R. track, cost \$17,345; lane between Main and Fort street, cost \$1,454. Macadam pavements—Balmoral street, from Portage avenue to Broadway, cost, \$4,360; Spadina avenue, from Osborne street to Wellington Crescent, cost \$4,126. Asphalt pavements—Balmoral street, from Qu'Appelle avenue to Portage avenue, cost \$17,450; Princess street, from William avenue to Bannatyne avenue, cost \$4,156, and from Rupert avenue to Pacific avenue, cost \$1,656; Pacific avenue, from Main street to Princess street, cost \$6,173. Sewers—Shurman, Alexander, Xante and Elgin avenue, to drain cemetery, cost \$10,994.

MONTREAL, QUE.—Messrs. O. W. and K. Nsrudin, of Paris, France, were in this city last week completing arrangements for the organization of the Saguenay Colonization Co., the object of which is to establish saw and pulp mills in the province of Quebec. The limits on which they propose to operate were explored on their behalf last year. Further details are promised at a later date. The directors of the Windsor Hotel Co. are considering the question of establishing a system of telephones throughout the building, probably one telephone in each of the 400 rooms.—It is rumored that the Kitchener & Ontario Navigation Co. intend building another steamer.—Archer & Perron are applying for the incorporation of the Montreal-Longueuil Bridge Co. to construct a bridge across the St. Lawrence river from a point in St. Mary's ward to the parish of Longueuil.—A number of the leading doctors have decided to make a determined effort to secure the erection of a sanatorium for tubercular patients.—The Clarendon Boating Club have decided to erect a boating club house at St. Anne de Bellevue to cost about \$5,000, and having an area of over 6,000 square feet. C. A. Head is president of the club.

Building permits have been granted as follows: Martin Estate, alterations to three storey house, 163-165 Versailles street, cost \$2,800 (H. Rheavin, contrac-

tor); Canada Sugar Refinery, three storey house and offices, Montmorency street, cost \$3,000, Protestant School, one storey house and school on Huntley street, cost \$1,500; T. Kinsella, three storey house, 72 Shannon street, cost \$2,300; F. Pepin, three storey house, Gilford street, cost \$1,900; J. M. Grothe, one storey house and store, St. Catherine street, cost \$1,800; G. T. R., fruit warehouse, corner Mountain and Rolland street, cost \$21,000.

OTTAWA, ONT.—J. R. Booth has announced his intention of building a mill at the Chaudiere, although he has not stated the character of the building. He will erect a sawdust burner during the coming winter.—McLeod Stewart, the promoter of the proposed Chaudiere Hotel, expects to leave for England shortly. He states that the contract for iron work has been given to the Dominion Bridge Co., and that the architects of the building will arrive from New York this week. He is negotiating for the St. John's church property on which to erect a building for Turkish baths. The hotel will be of white stone and buff brick.—It is probable that a \$15,000 addition will be built to St. Patrick's asylum, the Board of Management having recommended such a step.—Building permits were last week granted as follows: Edward Le Flamme, brick veneer shop and dwelling, 2 Somerset street, cost \$1,000; Miss Kate Durham, brick veneer dwelling, Waller street, cost \$1,500; J. J. Neville, two brick veneer dwellings, 16 Cartier street, cost \$2,200; A. H. Ferguson, three brick veneer dwellings, 17 Cilmour street, cost \$3,500; Mrs. Ronan, brick veneer dwelling, McLeod street, cost \$1,800; H. Horwood, brick veneer store, 19 Bank street, cost \$2,500; Mrs. Whitehead, brick veneer dwelling, 20 Slater street., cost \$3,500.

TORONTO, ONT.—Plans of waterworks system to be constructed at Southampton, Ont., may be seen at the office of John Galt, C. E. and M. E., Aberdeen Chambers, corner Victoria and Adelaide streets.—Gouinlock & Baker, architects, are completing the plans for the apartment house to be built on the west side of University avenue for the Union Trust Company. The building will be 100x110 ft., and will contain 48 apartments. It will be heated by steam and contain four electric elevators. The cost will be about \$150,000.—The ratepayers of Simcoe street, north of King, will petition for either an asphalt or macadam pavement.

—The city council has given notice its intention to construct the following works: Cedar block pavement, on Bwin streets, from Spadina to Aug avenue, cost \$1,880; macadam and ing block roadway on Lansdowne ave from Bloor street to Royce avenue, \$20,910; sewer on Rosedale road, from Cluny avenue to Grescent road, \$920; stone curbing on York street, sides, from Queen to King streets, \$2,107; crete sidewalk on west side Euclid avenue, from Ulster to B street, cost \$1,650; on King street, from Dufferin street to Dowling avenue, \$2,315, and on portions of Crescent rd Huntley street, Bedford road, Rol street, Niagara street, Euclid avenue Shuter street.—Tenders are asked by city up to November 5th, for alterations and improvements to No. 1 police station including painting and new felt and roof.—Plans have been completed by M. Miller & Co., architects, for work residence for Toronto University.—Mons & Rae, architect, are taking tend up to November 11th, for central heat power and electric plant for Queen's University and School of Mining building at Kingston.—A by-law will be likely submitted to the ratepayers at the con election to make a substantial grant towards the establishment of a consumption sanatorium.—It is understood that alterations to the express department of Toronto Custom House have been decided upon.—The city council decided call for new tenders for a 12-inch p across the Don at Gerrard street bridge.—The Board of Control is being urged grant the sum of \$26,000 to complete Barthurst street school building.—Canadian Pacific Railway Co., have under consideration the construction of a railway northward in the Thunder Bay district.—An addition will be built to Simps avenue Methodist church, of which R. Newton Hill is pastor.—Robert McCullum, Provincial Government Engineer has just returned from looking into drainage schemes that are projected to drain land in Dundas, Russell and Storm counties. He will submit a report thereon.—Tenders are invited by the Board Control up to November 17th for supplying 450 feet of 11-inch wrought iron pipe and until November 20th for various trades required in erection of new office buildings and caretaker's residence Wellington avenue, in connection with the Cattle Market. Plans of above buildings may be seen at the office

Good Roads Machinery Co. (Limited).

JOHN CHALLEN, Manager, HAMILTON, ONT.

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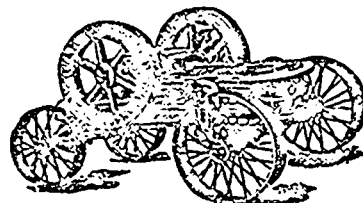
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STONE Crushers, Stone Spreading Wagons, Wheelers and Drag Scrapers, Plows, Steam and Horse Rollers, Road Graders, &c.

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A. R. Denison, 20 King street west. The following building permits have been granted: R. Emsley, pair of brick dwellings on Emsley Place, cost \$30,000; Toronto Electric Light Co., new office building, 12 Adelaide street west, cost \$30,000 (Gouinlock & Baker, architects, Oakley & Holmes, contractors); Charles Parker, two-storey and attic brick dwelling, north side Roxborough avenue east, cost \$3,300; A. Drummer, pair semi-detached two-storey brick dwellings, east side St. Clarence avenue, near Bloor street, cost \$3,300; Mrs. V. B. Myers, restaurant building on Lake Shore road, near Indian road, cost \$10,000; James Simpson, residence on Jones avenue, near Danforth avenue, cost \$800; John Loughlin, three dwellings on Hallam avenue, near Westmoreland avenue, cost \$1,500. — Kings-ll, Hellmuth & Saunders, solicitors for Canada & Michigan Bridge & Tunnel Co., and the River St. Clair Bridge & Tunnel Co., are applying for an extension time for the commencement of the undertakings of the respective companies.

CONTRACTS AWARDED.

REVELSTOKE, B.C.—Foote & Abrahamson have secured the contract for building public hospital, at \$6,685.

ST. JOHN, N.B.—The tender of J. Fleming & Sons for new jail doors has been accepted by the council; price \$1,200.

BROCKVILLE, ONT.—The contract for roofing D. Horan's new hotel at Prescott, Ont., has been let to J. D. Deegan, of this city.

GREENWOOD, B.C.—Smith Bros., of this place, have secured the contract for erecting a \$12,000 school building at Grand Forks.

FORT WILLIAM, ONT.—For building upper power dam for Current river improvements the contract has been let to McFarlane & Co., at \$11,000.

ST. THOMAS, ONT.—Ponsford Bros. have been awarded the contract for building round house and turntable for Lake Erie & Detroit River Railway.

WINNIPEG, MAN.—For supply of sewer pipe the tender of W. F. Lee has been accepted by the council, at \$4,610. His tender for 2,000 feet of 9 inch pipe was 33 cents per lineal foot.

ALMONTE, ONT.—Six tenders were received for purchase of civic debentures, that of William Thornburn being accepted; price, \$30,050 and accrued interest for \$30,000.

PORT ARTHUR, ONT.—The Jenckes Machine Company, of Sherbrooke, Que., have secured the contract for penstock and turbines for the Current River power development, and the Bullock Electrical Co. the contract for generators.

OTTAWA, ONT.—J. E. Askwith has secured the contract for extensive submarine rock excavation to be done by the Capital Power Co. at Deschenes. About 8,000 cubic yards of rock is to be removed, and the total cost will be about \$40,000.

FIRES.

Double brick residence at St. Catharines, Ont., owned by W. H. Bunting, damaged extent of \$1,200.—Four-storey brick story of London Tobacco Co., at London, Ont., totally destroyed. The building is owned by C. J. Mills.—Main's Rope works on Strachan street, Hamilton, and 10 houses owned by Schepp & Finger; loss \$12,000.—Natural history building on Toronto Exhibition grounds, totally destroyed; loss \$4,000.—Wall paper factory of Colin McArthur & Co., corner Notre Dame and Voltigeurs streets, Montreal, totally destroyed; loss on building and stock, \$50,000.

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Compressed Air Pumps

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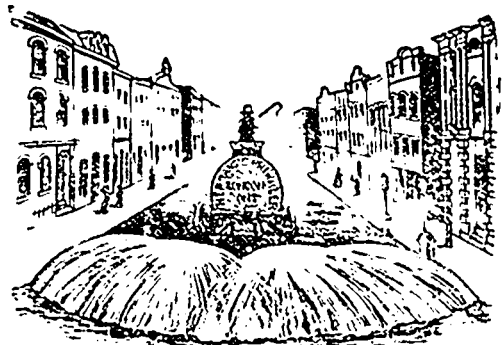
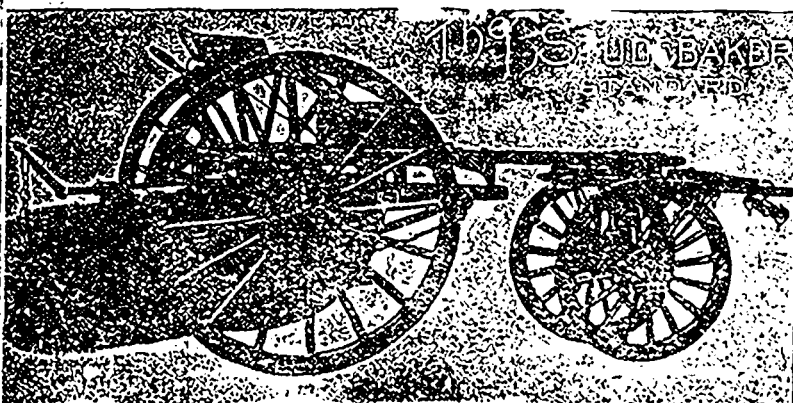
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Does not clog or get out of order. Greatest width of spray can be graded from driver's seat to any volume.

We also make an . . .

IMPROVED VERTICAL SPRAY

for Pavements

Best Improved Street Sweeping Machine

is the Standard of Perfection.

There is no sweeper so effectually does the work for which it is designed as "The Studebaker."

VANCOUVER, B.C.—The tender of A. Adams to construct a new Carnegie library building has been recommended for acceptance; price \$30,200. The other tenders were: E. Cook, \$47,632; W. S. Hurst, \$41,900; Lachance, Martel, \$56,200; D. Saul, \$42,433.

TORONTO, ONT.—Gouinlock & Baker, architects, have let the contract for the new building on Adelaide street east for the Toronto Electric Light Co. to the following: Masonry, Oakley & Holmes; plastering, T. Gander & Son. Same architects have let contracts for a five storey building, corner Duke and George streets, for Christie Brown & Co, to cost \$50,000.

LONDON, ONT.—Moore & Henry, architects, have let contracts as follows for alterations to house on Dufferin avenue for J. W. Little. Mason and brick work, E. Martyn; carpenter work, R. G. Wilson; plumbing and heating, W. Skelley & Son; plastering, Gould Bros.—Herbert Matthews, architect, has let the contract for alterations to house on Talbot street for Miss McDonough to R. G. Wilson.

RESISTANCE OF CONCRETE.

When certain conditions are imposed for the manufacture of concrete two very important errors are frequently made, says a writer in an exchange. First, the employment of screened stone is insisted on, although the use of unscreened stone would be preferable. Second, the proportion of the mortar is fixed independent of the spacing between the stones. Screened stone give a larger proportion of spaces than the unscreened, and consequently they require more mortar, and produce a more expensive concrete for the

same volume of stones. W. A. Hawley and R. F. Kahl have recently made a series of experiments in order to determine the resistance of a concrete according to the relations existing between the space measurement and the quantity of mortar. In these experiments the proportion of spaces filled was, 125, 100 and 75 per cent. By increasing the proportion of mortar by 25 per cent., the crushing point was increased by 53 per cent. and the breaking point by 15 per cent.; a decrease in the proportion of mortar brought about a diminution in these two resistances of 21 and 35 respectively. In practical work the most economical form is that having a proportion of mortar equal to 125 per cent., because, by an increase of 14 per cent. on the net cost an increase in resistance of 33 per cent. is obtained; while by a 14 per cent. diminution on the net cost a decrease in resistance of 30 per cent. is brought about.

DATE OF PUBLICATION.

Architect, engineers, municipal authorities and others are reminded that the CONTRACT RECORD is printed every Tuesday afternoon, and that advertisements should reach the office of publication not later than 2 o'clock p.m. on the day to insure insertion in the issue of the current week. Advertisements are frequently received too late for insertion, avoid which special attention is directed to this announcement.

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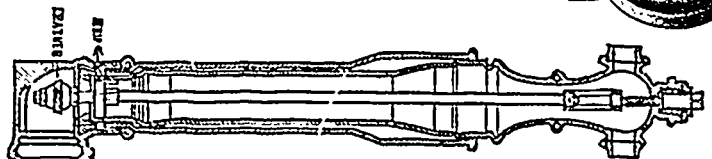
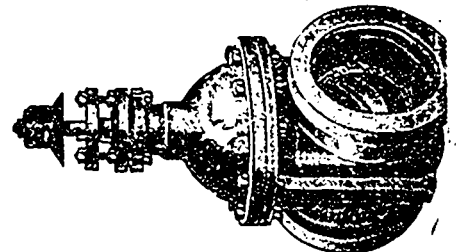
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SLATE FOR ROOFING.

In discussing the subject of slate and slate roofing a writer in an exchange makes the following comments which may not be without interest to some of our readers: The most prominent feature of slate is its cleavage along parallel lines. Roofing slate is prepared by splitting the blocks of slate as they come from the quarry into thin slabs. For this purpose a broad, thin chisel is used, and the blocks are split first into two more or less equal parts, each part split through the middle again, and so on until the entire block is divided into slabs of the proper thickness. During this process the edges of the block are kept moist, to facilitate the accurate cleavage of the stone.

After the slates are split to the proper thickness they are trimmed to size by a sort of cleaver process, the cleaving instrument being struck across the plate over a shearing edge on a block. Ordinarily this process is operated by hand power machines, which are set to trim the slates to any size desired.

Slates ordinarily occur in such colors as dark blue, bluish black, purple, gray and green. Reddish and lighter yellowish color slates are also occasionally found, but are not as common, and are consequently considerably higher in price for the same quality of slate. Some slates are marked with spots of a different color. For instance, dark purple slates frequently have spots in them of light green. These spots are not injurious to the quality or durability of the slate as a rule, although they mar its appearance.

A good slate should be hard and tough, although liability to abrasion does not always indicate an inferior material. Some softness indicates good weathering qualities. If it is too soft it will absorb moisture, nail holes will become enlarged, and the slate becomes loosened. A good slate

would give a sharp, metallic ring when struck. It should not splinter under the slater's axe, nor should it be tender or friable at the edges. It should not absorb water to any appreciable extent. An excellent test is to place a slate on edge half its depth in water, and if after 12 hours the line of absorbed water has reached the top of the slate, it should be rejected. If it does not rise more than $\frac{1}{8}$ inch, it may be considered as practically non-absorbent. Good slate should not absorb more than one-half of 1 per cent. of its weight of water.

Slates are made of a wide variety of sizes, the larger sizes being used upon large areas of roof, such as factory buildings. The small sizes are more commonly used on residences and roofs of lesser area. A common size for house roof is from 6x12 inches and 10x14 inches.

Bands, ribbons or veins of a darker color running entirely through a slate are always dangerous, especially when they run along the length of the slate, as the slate will nearly always break or split along such a line. Even if this does not occur, these bands will generally decompose on exposure to the weather, causing a failure in the slate and a leak in the roof.

Slates are generally laid on wooden sheathing, preferably of fair thickness, matched and dressed, covered with a tarred paper of felt. Sometimes the slates are laid on roofing laths nailed to the rafters at such intervals as to permit of nailing the slates to them. This, however, does not make as good a roof. On iron roofs slates are frequently laid directly on small purlins spaced like the roofing laths, and in this case the slate is fastened with wire passed through the holes in the slate and twisted around the purlins. Special forms of metal fasteners are also on the market for this purpose.

In laying slate on wooden sheathing copper composition or galvanized iron

nails are ordinarily used, about $1\frac{1}{4}$ inches long, with ragged shank, driven through holes punched for the purpose in the slates, one near each corner. Some skill is necessary in properly nailing slates to a roof, as if the nails are not driven snug enough the slates will have some play upon the nails, while if they are the least bit too tight there is danger of the slate cracking, either when the nails are placed, or afterward, due to some movement in the roof surface.

The top courses of slate along all ridges and hips upon roofs, and also from 2 to 4 feet from gutters, should be bedded in some proper cement that will make these parts entirely water proof, throughout all joints and miters. Care should be taken that the lower edge of every slate fit as closely as possible to the exposed surface of those below it, and that the vertical joints between slates be as close as possible, and occur only on the centre line in the next course below.

PUBLICATIONS.

Arthur Foley Washington-Ingram, Lord Bishop of London, contributes an interesting paper to the November Cosmopolitan on "The Overcrowding of Great Cities and Remedies for It." He also has hit at American intellectual life in the twentieth century.

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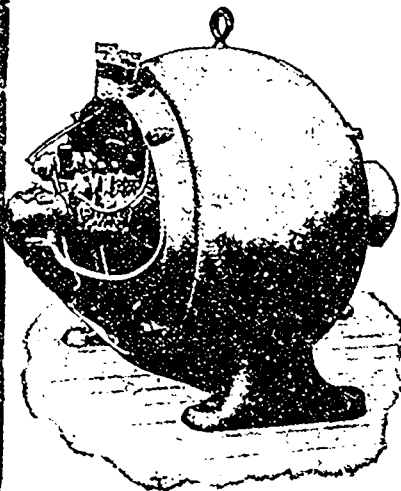
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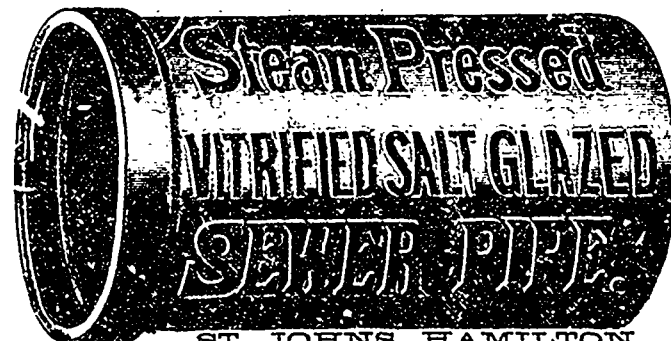
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CARE OF PAVEMENTS.

Everyone knows that the asphalt roadways which were formerly characteristic of Paris and London have for many years been replaced with pavements of wood-blocks; and as our own cities, which have begun, half a century behind those of Europe, to pave roadways with asphalt will probably go through the same experience of finding asphalt too slippery in bad weather, and replacing it with wooden pavement, it is interesting to follow the improvements which have been made in London and Paris in the care of such pavements. In both cities, even the wood has been found slippery when covered with a thin layer of mud. In London, where a very hard tropical timber is used for the blocks, it is found necessary to sprinkle the surface by hand every morning with gravel, which is stored for the purpose in iron bins. These bins are placed in the middle of the street, on "little islands" which have been found so useful in dividing the traffic and promoting the safety of pedestrians that their number has been very greatly multiplied within a few years. In Paris, where islands in the streets, although provided in the Champs-Elysees and other crowded thoroughfares, are much less common than in London, the streets are sprinkled from wagons with finely crushed porphyry. In either case, the surface of the blocks, in time, becomes brushy from the crushing and disintegration of the fibres. Usually, worn blocks are taken up, and relaid with a fresh side upward, but, in Paris, where it was of importance not to interrupt the traffic for this, attempts have been made to cut off the brushy surface with an adze, thus restoring the block nearly to its original condition, but with its surface a trifle lower than before. This trimming with tools, owing to the hard particles of porphyry imbedded in the wood, is a tedious and expensive operation, and the City Government of Paris has, therefore, been experimenting recently with a machine resembling a lawn mower, but a little larger and very strongly constructed, and driven by an electric motor attached to the shaft. In operation, the machine is connected either with the wires of some power circuit in the neighborhood or with a portable en-

gine and dynamo, and moved about over the pavement to be trimmed. At sixteen hundred revolutions a minute, the machine trims fourteen square yards of pavement an hour, at a total cost of three and one-half cents per square yard, while a man with an adze can trim, at most, only about one square yard per hour.—The Builder.

ELECTROLYSIS OF GAS PIPES.

A paper was read by Dr. Leybold, Hamburg, on "Electrolysis of Gas Pipes, etc.," at the Engineers' Congress in Glasgow. He said that the durability of gas pipes varied from twenty-five to fifty years. In a few cases, from particular causes, quicker destruction took place. In recent years a new and previously unthought-of enemy of our gas pipes had showed itself, viz., electrolysis. It was known that by the electric current, in the presence of saline solutions of different kinds, metals could easily be dissolved. In Hamburg the pipes were protected with canvas and boiled tar. On examination it was found that in some places the tar as well as the canvas had fallen off and the pipes were eaten through in parts to the size of a centimetre. In removing the covering it was found that the corrosion existed in every stage from the beginning until complete penetration. Apparently the wrapping with boiled tar and canvas favoured destruction, for in the blisters which were

found under the tar it quietly went while with a direct bedding of the pipe in the earth without any covering earth would have absorbed the flow. These pipes were taken up and replaced by others all covered, but after expiration of seven or eight months pipes were found to be again destroyed, penetrated with holes. Every endeavor must be made to reduce the current passing into the pipes; and when laying down electric tramways great care must be taken to prevent the current flowing into the earth. This could be done one way by the laying of well-conducting rails, the rails having sufficient transverse section and the points of contact well joined together by soldered copper wire. A further method was by fixing insulating return transmission cables in many places in order to direct the current back from the rails to the electricity works.

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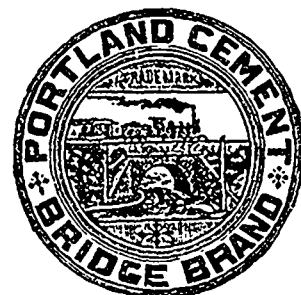
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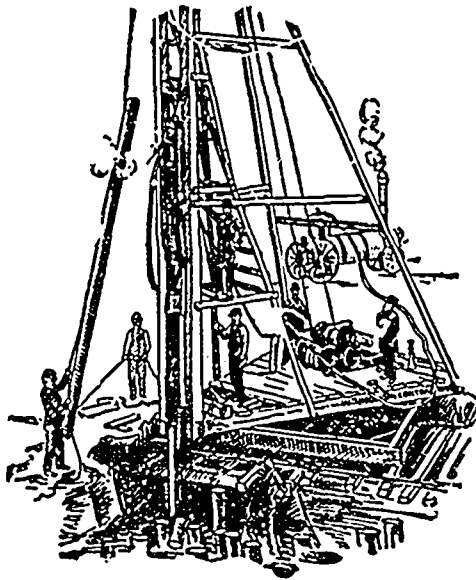
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English, artificial, per bbl.....	2 85	3 00	2 25	2 40
Belgian natural, per bbl.....			2 00	2 10
Rathbun's Star, per bbl.....	2 5	2 5		
Beaver.....	2 10	2 50		
Esquign.....	1 90	2 50		
Ontario.....		1 50		
Roman.....			2 20	2 25
Parian.....	3 25	3 25	5 75	5 75
Keene Superfine "Whites".....	1 00	1 20	0 40	0 60
Keene's Coarse "Whites".....	1 80	8 50	8 50	1 00
Ravel's Belgian, 395 lb. bbl.....			2 35	2 45
Leric Bros.....			2 45	2 55
Fire Bricks, Newcastle, per M.....	30 00	35 00	16 00	21 00
Scotch.....	30 00	35 00	19 00	21 00
Lime, 100 lbs Grey.....			30	
" White.....			35	
Plaster, Calcined, N. B.....			2 00	1 75
" N. S.....			2 00	1 75
Hair, Plasterers', per bag.....	20	1 00		1 00

ARCHITECTURAL VARNISHES.

THE IMPERIAL VARNISH AND COLOR CO, LIMITED (Highest grade)

	U.S. GAL.	U.S. GAL.	U.S. GAL.	U.S. GAL.	U.S. GAL.	U.S. GAL.
	Per gal.	Per gal.	Per gal.	Per gal.	Per gal.	Per gal.
Exterior weathering body.....	\$4 50	\$5 75	\$5 85	\$6 00	\$6 50	\$6 50
Exterior rubbing.....	3 50	3 75	3 85	4 00	4 50	4 50
Elastoia.....	3 50	3 75	3 85	4 00	4 50	4 50
Ivory Flame Inc.....	5 00	5 25	5 35	5 50	6 00	6 00
Crystaline.....	4 50	4 75	4 85	5 00	5 50	5 50
Yachtine.....	3 00	3 25	3 35	3 50	4 00	4 00
Architectural Coach.....	3 00	3 25	3 35	3 50	4 00	4 00
Granitine floor finish.....	2 50	2 75	2 85	3 00	3 50	3 50
Architectural flatting.....	2 00	2 25	2 35	2 50	3 00	3 00