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CANADIAN CONTRACT RECORD

A WEEKLY JOURNAL OF

PUBLIC WORKS • TENDERS • ADVANCE INFORMATION • AND MUNICIPAL PROGRESS

EVERY THURSDAY

Vol. 4.

Toronto and Montreal, Canada, February 9, 1893.

No. 1

THE CANADIAN CONTRACT RECORD,

PUBLISHED EVERY THURSDAY

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

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C. H. MORTIMER, Publisher,

CONFEDERATION LIFE BUILDING, TORONTO.
Telephone 2367.

64 Temple Building, Montreal.
Bell Telephone 2799.

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

ADVERTISING RATES ON APPLICATION.

At its Convention held in Toronto, Nov. 20 and 21, 1889, the Ontario Association of Architects signified its approval of the CANADIAN CONTRACT RECORD, and pledged its members to use this journal as their medium of communication with contractors with respect to advertisements for Tenders.

The following resolution was unanimously adopted at the First Annual Meeting of the Province of Quebec Association of Architects, held in Montreal, Oct. 10th and 11th, 1890: "Moved by M. Perrault, seconded by A. F. Dunlop, that we the Architects of the Province of Quebec now assembled in Convention being satisfied that the CANADIAN CONTRACT RECORD affords us a direct communication with the Contractors, resolved, that we pledge our support to it by using its columns when calling for Tenders."

Subscribers who may change their address should give prompt notice of same. In doing so, give both old and new address. Notify the publisher of any irregularity in delivery of paper.

NOTICE

Subscribers and advertisers are requested to note that, beginning with the first number of Volume IV, in February, the CONTRACT RECORD will be published on THURSDAY, instead of SATURDAY, of each week. This change will ensure the prompt publication up to date of issue of contract news from all parts of Canada. After the date mentioned, news of this character, as well as advertisements, should reach the office of publication not later than noon on WEDNESDAY.

To darken the natural hue of wood, use a solution composed of equal parts of manganate of soda and crystallised Epsom salts, dissolved in 20 or 30 times the amount of water, at about 114 degs. The less water employed the darker will be the hue.

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at this office, copies of the ARCHITECT AND BUILDER for July, August, September and November, 1889.

CONTRACTS OPEN.

CARTHAGE, ONT.—The buildings recently burned by fire will be rebuilt.

TEESWATER, ONT.—Materials are being laid on the ground for the erection of the Presbyterian manse.

HARMONY, N. S.—Mr. T. R. Archibald will receive tenders until the 15th inst. for the erection of a school house.

GUELPH, ONT.—Mr. H. G. Cockburn will receive tenders until the 15th inst. for the erection of a two-story brick house.

FORT WILLIAM, ONT.—The Canadian Pacific Railway Company will shortly erect another large grain elevator at this point.

WINGHAM, ONT.—A movement has been commenced to establish a large foundry and implement manufactory here.

PORTAGE LA PRAIRIE MAN.—The Council has decided to immediately ask for plans for the erection of a suitable fire hall.

TINGWICK, QUE.—The Presbyterian congregation have decided to replace their old wooden church with a new brick edifice.

ATHENS, ONT.—It has been decided to erect a new town hall.—Steps may be taken at an early date to provide adequate fire protection for the village.

GANANOQUE, ONT.—At a meeting of the Town Council held last week, notice was given of a by-law to have plans prepared for a system of sewerage.

STRATFORD, ONT.—The Perth County Council has decided to erect a new iron bridge on Downie and Fullerton town line, Wm. Davidson, County Clerk.

PRESTON, ONT.—The Galt & Preston Street Railway Company will apply to the Town Council for permission to build and operate a street railway in this town.

MONTREAL, QUE.—A meeting of the rate-payers of St. Lambert will be held on Friday next to receive propositions for a system of water supply and drainage.

PORT STANLEY, ONT.—Several thousand dollars worth of stock has been subscribed towards the proposed flour mill. The capital stock of the company is placed at \$50,000.

VANCOUVER, B. C.—Local improvement debentures to the amount of \$111,100 have recently been sold by the city. Most of this sum will be expended for street pavements.

AYTON, ONT.—Rev. P. S. Owens will receive tenders until noon of the 15th inst. for the erection of a brick addition to St. Peter's R. C. church.

GODERICH, ONT.—Tenders will shortly be asked by the County Council for heating the Court House either by hot air, hot water, steam or electricity.

BRADFORD, ONT.—The Presbyterian congregation will either enlarge their present church building or erect a new one. Subscriptions are now being solicited.

MILLARTON, ONT.—Mr. J. J. Nesbitt will receive tenders until Wednesday, the 22nd inst., for the erection of a cheese factory building at this place, to be of frame or veneer, and built on stone foundation.

HAMILTON, ONT.—The Trustees of the First Methodist church have decided to erect a new Sunday School building, at a cost of \$8,000.—A movement has been commenced to establish an industrial school for boys in this city.

NIARAGA FALLS, ONT.—It is said that the authorities of the Grand Trunk Railway have definitely decided to construct a new cantilever bridge across the gorge. The site selected is a short distance below the old suspension bridge.

ARNPRIOR, ONT.—Tenders are asked until the 25th inst. for the erection of a school house for School Section No. 3, McNab. Plans may be seen on application to E. Kimberly, Donald Stewart, Robert Stewart, Trustees, or at Lyon's Hotel in the town.

WINNIPEG, MAN.—Plans have been prepared for a new warehouse to be erected by Mr. J. H. Ashdown, the site for which has been selected. It will cost between \$25,000 and \$30,000.—The congregation of St. Andrew's church has decided to erect a new building on Jemina street.

PEMBROKE, ONT.—The County Property Committee wishes to obtain information as to the cost of a complete system of hot water or steam heating for the County buildings.—John Stevenson, Secretary Treasurer, will receive tenders until the 20th inst. for the erection of a new school house in School Section No. 6, Roche Fondu.

LITTLEWOOD, ONT.—Mr. Jos. Baker will receive tenders until the 16th inst. for the erection of a brick Methodist church in the Baker appointment, Westminster circuit. Plans may be seen at Mr. Baker's office in this village, or at the office of McBride, Jones & Larncombe, architects, London.

LONDON, ONT.—G. Craddock, architect, will receive tenders until Saturday next, the 11th inst., for making alterations and additions to the store occupied by Pocock Bros., also for the erection of a warehouse on Carling street for Mr. Robert Green.—The sum of \$1,500 has been subscribed towards the erection of a parsonage in connection with St. George's church, London West. The building will probably be erected in the spring.

KINGSTON, ONT.—It is said that Mr. Rathbun, of Deseronto, will undertake the building of smelting works in this city if the Council will grant a bonus of \$300,000 towards the project.—T. O. Bolger, City Engineer, will receive tenders until 6 p. m. of the 16th inst. for the supply of the following materials: 300,000 B. M., of two

and one and one-half inch plank for walks, 70,000 feet lineal, of 5 x 4 cedar sleepers for walks, 12,000 pieces of cedar blocks for crossings, Hardware, etc.—The Board of the General Hospital will at once commence the erection of a laundry building, to cost \$3,000, and as soon as funds can be secured, work will be commenced on building the Women's hospital and operating rooms, plans for which are being prepared. The cost is placed at \$20,000.

VICTORIA, B. C.—The Superintendent of the C. P. R. is said to have received authority to make preliminary arrangements for the construction of a railway from the main line at Revelstoke southward along Arrow lake to a point of junction with the line running from the Columbia river to Nelson, on Kootenay lake. It is also said to be the intention of the C. P. R. company to build another line from Revelstoke to the north end of Kootenay lake, between the proposed road through Crow's Nest Pass and the main line west of the Selkirk range.—Mr. J. E. Wright, manager of the Giant Powder Company's works at Cariboo Bay, states that new works will be erected to cost between \$15,000 and \$20,000.

OTTAWA, ONT.—A petition has been presented to Parliament from the Temiscouata Railway Company asking for power to extend its railway from its present terminus at Edmonston to St. Leonard's, in New Brunswick. Mr. Alfred Palmer, C. E., of London, who was employed by the Dominion Government and Sir Douglas Fox to make an investigation into the feasibility of the proposed submarine tunnel in the Northumberland straits, and the construction of the Prince Edward Island Railway, has submitted his report to the Government, in which he states that the scheme is quite feasible.—Mr. Pearson, engineer of the new Nova Scotia coal syndicate, was in the city recently to make application to the Ministers of Railways and canals for permission to erect extensive coal docks at the entrance of the Lachine canal at Montreal. The City Engineer has recommended to the Board of Works that steps be taken to have the roadway of Sparks street, between Canal street west and Bank street, asphalted outside the street railway tracks and the railway tracks paved with artificial stone, the total cost of the work being estimated at \$32,278 65, also that debentures be issued to cover the cost of the work.

TORONTO, ONT.—Messrs. Strickland & Symons, architects, will call for tenders for the erection of the new Union railroad depot in the course of a few days.—At a meeting of the Property Committee of the City Council held on Monday last, it was decided to instruct the architect to prepare plans and advertise for tenders for the completion of the work of erecting the new court house and city hall. Mr. L. Burke, architect, has been authorized by the City Council to advertise for tenders for the completion of the addition to the Registry office. The cost will be about \$10,000.—Mr. Morgan Baldwin, Harbor Master, will receive tenders until Thursday, the 16th inst., for the construction of street piling south of the breakwater at Queen's wharf.—The authorities of the University of Toronto have granted a site on which to erect a residence for women students, and vigorous efforts are being

made to secure the necessary funds to erect the building. A building permit has been granted to John Rankin, par att. 2 story bk. dwellings, 110 112 Peter street, cost \$1,800.

FIRES.

The town hall at Port Hope, Ont., containing the market rooms, market clerk's residence, butcher stall and police cells was burned to the ground last week. Loss \$25,000; Insurance \$10,000. St. Jude's Episcopal church at St. John N. B., has been destroyed by fire. Loss, \$10,000; insurance, \$2,280. The Government marine shipping office at the same place has also been destroyed. A. C. Vaughan's residence at Port Arthur, Ont., was destroyed by fire last week. Loss, \$5,000; insurance on building, \$1,000. A grain elevator at Alexandria, Ont., owned by W. D. McLeod, and occupied by J. E. McGregor & Co., grain merchants, was totally consumed by fire on Saturday last. The building was insured for \$1,000 and the contents for \$4,500, which will only partially cover the loss. — The Menzie block at Arnprior, Ont., containing Mr. Alexander Menzie's drug store, the telephone office, Mr. Campbell's grocery store, Dagenais clothing store and Russell's billiard room, was totally destroyed by fire last week. The total loss is placed at \$20,000. The Eric Glass Company's factory at Port Colborne, Ont., was totally destroyed by fire recently. Loss \$30,000; partially covered by insurance. On Sunday last fire at Charlottetown, P. E. I., destroyed the brick buildings on Queen street owned by Hugh Monaghan, and used for stationery and grocery stores. — The hardware store of Pringle & Clums, at Guelph, Ont., was completely destroyed by fire on Sunday morning last, together with the entire stock. The building was owned by Mr. Maurice O'Connor, and was insured for \$4,000. — The gents' furnishing store of E. J. Fallis, Yonge street, Toronto, was badly damaged by fire on Tuesday last. The building was owned by Messrs. Hughes Bros. — A building at Sarnia, Ont., known as the Pacific House and recently occupied by Mr. Maurice Joy as a hotel, was destroyed by fire a few days ago. It was owned by Capt. James Oag, and was fully insured.

CONTRACTS AWARDED.

WINNIPEG, MAN. The contract for constructing the Mavfair avenue sewer has been awarded to Mr. W. F. Lee, at the price of \$2,144.

PORT STANLEY, ONT. — The promoters of the London & Port Stanley Railway have awarded the contract for building slip dock at this place to a Cleveland firm, the contract price being \$15,000.

TORONTO, ONT. — Messrs. Medler & Arnot have been awarded the contract for cribbing on the Esplanade under the boat houses at \$2.79 per cubic yard, and that for other Esplanade crib work at \$2.07 per cubic yard.

HAMILTON, ONT. — The Board of Works have accepted the following tenders for annual supplies: Spikes, Carpenter & Ramsey, \$2.27 per keg; cedar and tamarac blocks, D. L. Vanlack, 37 cents per yard; lumber, R. Thompson & Co.

WOODEN STAIRCASES THE SAFER.

Can wooden staircases really be the best and safest? This question arises when one reads the remarks reported to have been made by Superintendent Savage, Chief of the Manchester Fire Brigade, viz.: "A wooden staircase is the safest in the case of fire. A staircase of stone looks combustible, but once it is attacked and one keystone 'flies,' as we say, with the heat, the whole thing will go by the board. Wood is the safest building material in the world, so far as fire is concerned. Build your theatres, for instance, of wood coated with asbestos paint, and make everybody come upstairs to get out. Then you will never have a serious disaster. People cannot fall over each other when they are climbing, and a wooden staircase

will hold together as long as a scrap of it is left." This opinion, which is in accord with those of Captain Shaw and other experienced firemen, will be read with surprise by many theatrical managers and others. *Invention.*

MAKING SOLDER 'N BARS.

There are various ways of making solder, and nearly every person you meet, who knows something on the subject, when asked "How do you make your solder, what are the proportions, etc.?" replies invariably in a different tenor to what another of the fraternity has prescribed; so the better way, I think, is to hear what each has to say and then judge for one-self as to the best plan to adopt.

Having been "through the mill" myself I have gained a little experience here and there which has proved beneficial to me. These little hints which hereafter appear are given with the best intentions and in no spirit of braggadocio, and I will endeavor to make myself as explicit as I can, because they were found great obstacles or stumbling-blocks to the writer when he was paying his "initiation fees." In all large towns there are stores over which hang three gilt balls, which are best designated as "pawn shops," in these places are bought for a mere song, old pewter cups, teaspoons, etc., which they are generally willing to dispose of at a small remuneration of, say 150 per cent. We will consider then that our pewter is obtained, and from the same source we have bought some old lead — be careful about selecting this; if possible pick out sheet metal and above all avoid old gas pipe, as it is not lead at all. It is a composition which is known in the trade as "compo" and is not suited for the manufacture of solder.

Cut both the metals into small pieces and first put your lead in the crock or ladle, as it melts slower than the pewter; when same begins to fuse put in the pewter and at the same time drop in a little resin or a piece of tallow candle, which will cause all impurities to rise to the surface. These impurities should be skimmed off and the molten metal stirred up to insure a thorough amalgamation. The alloy should now be run out ready for use. There are various ways of doing this; some pour it out on a flag-stone, others in angle iron, etc., but the better way is, I think, to make it in bars, which keeps the metal in compact form and is handier to manipulate with than several modes that are adopted.

It simply consists of a piece of sheet iron about the same thickness as two cross (xx) tin, which is corrugated in arcs or half-circles, as figures elucidate, and can be made to any size to suit the fancy. A convenient size, however, is 12 inches wide by 18 inches long, which will be found large enough for several pounds of solder. Next make a framework of wood whose inside measure is scant the size of your iron plate after same is sluted, and in this frame secure at each end by means of three screws the sheet iron plate. Care should be taken to make frame fit snugly so that the solder will not run through, and, I might add for the inexperienced, that black iron must be used and not tin-plate, as molten alloy will adhere to the tin for "keeps". — *American Artisan.*

USEFUL HINTS.

The following is a simple receipt for making antique oak: Taking a weak solution of sulphate of iron in water, is used for a dark color, but requires a little practice, wiping the solution on a trial piece. A safer way for an amateur, is to use burnt umber in turpentine, when you can tone the shade to your taste.

Ordinarily it is best to remove all the material to be cut from surfaces on cast-iron pieces as a first operation. The reason for this is, that when the metal is taken from such surfaces, the internal strains are partly relieved, and the piece will change in shape. When, therefore, holes having positive relations to each other and to other working points have not been made after the removal of masses or extended areas of metal, these holes will

be found to have changed in their relations to each other after such removal in almost all such cases.

Varnish made with alcohol will get dull and spongy by the evaporation of the alcohol, which leaves water in the varnish, as all commercial alcohol contains water. Take thin sheet gelatine, says the *Western Painter*, cut it into strips, and put it in the varnish; it will absorb most of the water, and the varnish can be used clear and bright down to the last drop. The gelatine will become quite soft; it can be dried and used again.

PUBLICATIONS.

We desire to acknowledge the receipt of a handsomely lithographed calendar from Mr. Alex. Bremner, dealer in contractors' supplies, Montreal.

MUNICIPAL DEPARTMENT.

THE CITY HALL OF AMERICA.*

A decided advance in the designing of municipal structures is seen in the present time as compared with a period only a few years back. Buildings like the city hall of Milwaukee, or the old city hall of St. Louis perfectly featureless edifices, whose domes only help to make the poverty of the design more apparent and even semi-respectable buildings like the old city hall of Chicago, or pretentious things like that of Philadelphia, have long ceased to be possible. Architectural taste has grown out of the rut represented by the last one are too conspicuous to permit any defence. The most successful of recent efforts are to be found in small halls rather than in large ones. Of these, the city halls of Albany, New York, and of Cambridge, Winchester, and North Easton, in Massachusetts, may well be taken as examples. The last named especially ranks among the most beautiful of Richardson's design, and shows how thoroughly admirable the municipal buildings of a small community may be made, and what an addition they may become to the architecture of the town. Very different as each of these four designs are, they have this common characteristic: a careful subordination of any evident effort. There is no straining for effect, no attempt to impress by some gigantic feature. They are calm, careful, scholarly buildings, each of which might well be taken as a model for town halls in other communities of similar size and importance.

We have no city hall in any of the larger cities nearly as successful as these. It may not be that our architects are incapable of handling the more complicated problems suggested in large buildings, for they are solving other questions quite as complex and difficult every day. Doubtless the simplicity of the plan of the small town has much to do with the success of the designs. There is no need to have innumerable bureaus, with multitudinous subdivisions for clerks. In the smaller towns an office for the mayor or chief executive and his clerks, with a room for the aldermen or council, and one or two committee rooms, suffice for all necessary purposes. Even when the court-rooms are included, the complexity of the edifice is not greatly increased. To these, in many instances, is added a room for public meetings, the town hall pure and simple, which may readily be made the most conspicuous feature of the design, and thus help in the making of a successful building rather than hinder it.

This latter feature is, of course, quite unknown in the halls of large cities, but the difficulties of the problem are not lessened by its absence. One of the most difficult features presented in large cities is the building of a hall which will continue to be large enough for municipal needs for a term of years. Philadelphia has undertaken to solve the problem by building a structure much too large for current necessities. Brooklyn has sought relief by erecting a series of additional

* A paper by Mr. Barr Ferree, published in the *Engineering Magazine*.

buildings, a group not without some picturesque variety, but unfortunately wanting in individual merit. Boston must at once build an entirely new hall, or enlarge its present building to such an extent as to be practically a new edifice. New York has seen its municipal departments overflowing into a dozen outside structures at the cost of an enormous rent-roll, and still is undetermined in what manner to find relief. In that city, however, the question turns more upon location than upon ways and means, though it is difficult to understand why, with the ample available ground in City Hall Park — which is now chiefly appreciated by an endless army of loafers — there should be any hesitancy on this score.

The simple resolution to build will not solve the problem in the metropolis or elsewhere. Notwithstanding the lack of success, which has attained many attempts in municipal architecture, the public has not outgrown the idea that the city hall must be an impressive structure. And public opinion is quite right. But what a thing should be is often very different from what it is. Our cities are so rapidly becoming examples of commercial architecture that it seems not unreasonable to ask that in one type of building at least some monumental feeling be permitted, into which the ornamental shall be allowed to enter to a greater extent than into a business building. But the large buildings have failed so often to fulfil this public feeling that it would seem to be better, in the end, to treat our city buildings as business buildings, which, in very truth, they are. This does not mean that a city hall should be a gigantic office building, like the Masonic Temple of Chicago, or the Produce Exchange of New York, or the Ames Building of Boston, admirable examples of commercial structures as they are; but the problem should be attacked in a business manner, treated in a common-sense style, and the result in a measure left to take care of itself. It is well enough to have a dome, if the style of architecture permits it, or a tower, if that be more in keeping with design, but neither of these elements should be made the fundamental part of the whole, nor should the effort be simply to have a great dome or a lofty tower regardless of everything else. Instead of being the first consideration such things should be the last. The greatest dome will not render any building more useful, nor will its utility be added to by the loftiest or most beautiful tower. Like every modern structure the city hall has a use, as well determined and as evident as that of an office building or a hotel. No one should think of putting a dome on an office building for simple external grandeur, and in this utilitarian age towers are filled with rooms and made as useful as the lower portions of the structures they adorn.

(To be continued.)

BURNT CLAY FOR ROADS.

The *Davenport Democrat*, published in a city whose brick paving has been introduced extensively, advocates burnt clay for street improvement. It says, Gumbo, or burnt clay, such as railroads are using for ballast, is the material suggested, and competent engineers and roadmakers believe that it will make a road equal, if not superior, to macadam or gravel at much less expense.

"This burnt clay ballast is peculiar in its properties. There is no other material like it, and its distinguishing characteristics are such as to make its friends believe it is the very thing for a road.

"It is made by heaping up long rows of clay with soft coal, much like the coke ovens with which travelers through Pennsylvania are familiar. Any kind of clay that is free from sand will do. The rows are fired and tended so that they burn in the proper manner and the result, when the fires go out, is a lot of burnt clay. It is red in color, about like ordinary brick. It is porous and highly absorbent. It is as hard as anything that is of the earth or earthy. It is easily settled into a firm mass without being packed as stone and other materials are. It will not support

MUNICIPAL ENGINEERS, CONTRACTORS, AND MATERIALS.

vegetation or allow water to stand upon it. It does not wear out or deteriorate. It can be worked in midwinter, no matter how hard other materials are compacted by the frost, as well as at this season of the year. It is springy, to a certain extent, and resists crush to a remarkable degree. Twelve inches of this material placed on top of a well-drained dirt foundation, an engineer says, will make an excellent road, which will settle evenly under traffic. If it does not, holes can be readily filled from a stock of the clay as fast as they appear and the surface easily preserved. The clay shows far less tendency to cut into ruts than gravel or macadam. It is springy enough to go down in a larger area if it is going down at all, and to resume its place after the load has passed. No water, with a little attention to drainage, will ever be found on it.

The cost of constructing a road out of this material, it is estimated, would not exceed \$1,200 per mile and might possibly fall even below that figure. The gumbo can be manufactured in almost any locality, so that the cost of transportation would be very small.

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THOROLD CEMENT

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

JOHN BATTLE, Esq. Thorold

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

I am, dear Sir, yours truly,

W. G. THOMPSON, Resident Engineer.

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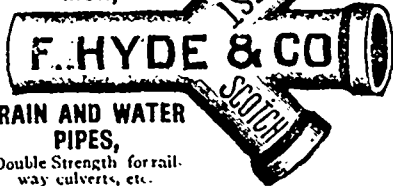
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Proved by Government tests to be the best Canadian natural cement. Write for prices, &c.

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SCOTCH FIRE CLAY-BRICK,



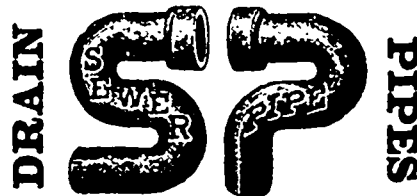
DRAIN AND WATER PIPES,

Double Strength for railway culverts, etc.

Sewer Bottoms or Invert Blocks, Cement.

NOTE.—Only pure SCOTCH unglazed Fire Clay Linings will be kept in stock; any other quality is worthless for resisting heat. Correspondence invited. Quotations promptly furnished.

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For SEWERS, CULVERTS; also WATER PIPES, INVERTS, VENTS, &c. Goods shipped by water or rail to all points.

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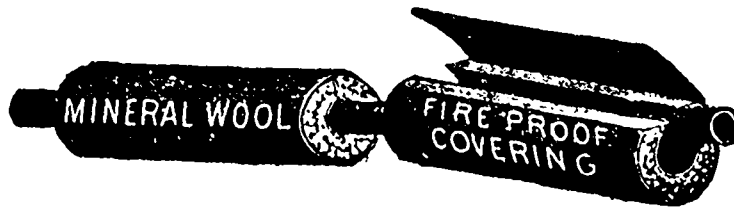
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WORKS: ST. COLUMBAN ST. AND CANAL SIDE. OFFICE: 7 PLACE D'ARMES. Telephone 2272. MONTREAL.

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should see to it that in the erection of town and city PUBLIC BUILDINGS the installation of water works plant, etc. the advantage of

MINERAL WOOL



are made use of for deadening sound in floors and partitions, insulation of heat and cold, fireproofing, etc., also SECTIONAL MINERAL WOOL COVERING for steam pipes, boilers, exposed water pipes, etc.

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— FOR —

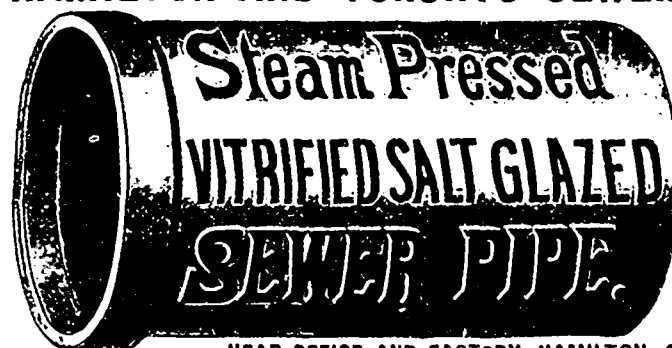
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INVERTS

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MONTREAL

MANUFACTURERS OF

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WORKS: LACHINE, QUE.

PRICES ON APPLICATION.

THE STANDARD DRAIN PIPE CO.

OF ST. JOHNS, P. Q., (LIM.)



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Salt-Glazed,

Vitrified

SEWER

PIPES

Double Strength

Railway Cul-

vert Pipes,

Inverts, Vents,

AND ALL KINDS OF FIRE CLAY GOODS.

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Architectural Ironwork a Specialty.

Pleased to furnish estimates.

THE J. C. EDWARDS

Vitrified Terra Metallic Paving Brick

— FOR —

STABLE, COACH HOUSE, BOILER HOUSE, BREWERY FLOORS AND YARDS Also all places of heavy and light traffic.

The only Genuine Vitrified Brick. The best in the world for Sidewalks & Street Crossings

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- - ENGINEERING COMPANY,
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MANUFACTURER OF

RAILWAY AND HIGHWAY BRIDGES

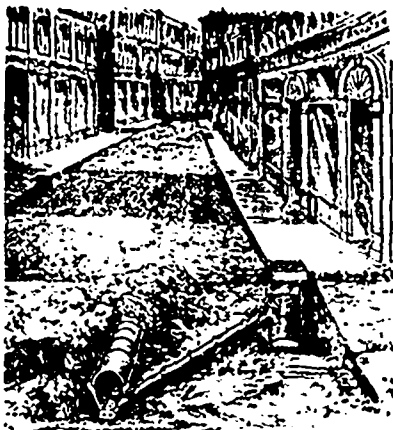
*Viaducts, Piers, Roofs, Turntables and
Girders in Steel and Iron.*

Tension members forged without welds. Riveting done by hydraulic or compressed air machines. Specialties: Good workmanship and strict adherence to specifications and drawings.

CAPACITY: 2,000 TONS PER ANNUM.

**ST. GEORGE'S SECTIONAL
CAST IRON STREET GULLEY**

USED EVERYWHERE.



LEWIS SKAIFE
NEW YORK LIFE BUILDING,
MONTREAL.

Prices of Building Materials.

LUMBER.
CAR OR CARGO LOTS.

	Toronto.	Montreal.
1 1/2 to 2 clear picks, Am. ins. 20	30 00	40 00
1 1/2 to 2 three uppers, Am. ins.	37 00	40 00
1 1/2 to 2, pickings, Am. ins.	27 00	30 00
3 inch clear	52 50	60 00
2 x 10 and 12 dressing and better.	18 00	20 00
2 x 10 and 12 mill run.	13 00	14 00
2 x 10 and 12 dressing.	14 00	16 00
2 x 10 and 12 common.	12 00	13 00
2 x 10 and 12 spruce culls.	10 00	11 00
2 x 10 and 12 maple culls.	9 00	10 00
1 inch clear and pickings.	28 00	30 00
1 inch dressing and better.	18 00	20 00
1 inch siding, mill run.	14 00	16 00
1 inch siding, common.	11 00	12 00
1 inch siding, ship culls.	10 00	11 00
1 inch siding, mill culls.	8 00	9 00
Cull scantling.	8 00	9 00
1 1/2 and thicker cutting up plank	22 00	25 00
1 inch strips, 4 in. to 8 in. mill run.	14 00	15 00
1 inch strips, common.	11 00	12 00
1 1/2 inch flooring.	14 00	15 00
1 1/2 inch flooring.	14 00	16 00
XXX shingles, sawn, per M	2 30	2 35
XX shingles, sawn.	1 30	1 35
YARD QUOTATIONS.		
Mill cull boards and scantling	10 00	10 00
Shipping cull boards, promiscuous widths.	13 00	13 00
Shipping cull boards, stocks	16 00	16 00
Hemlock scantling and joist up to 16 ft.	11 00	12 00
Hemlock scantling and joist up to 18 ft.	12 00	13 00
Hemlock scantling and joist up to 20 ft.	13 00	14 00
Scantling and joist, up to 16 ft	14 00	14 00
" " " " 18 ft	15 00	15 00
" " " " 20 ft	16 00	16 00
" " " " 22 ft	17 00	17 00
" " " " 24 ft	19 00	19 00
" " " " 26 ft	21 00	21 00
" " " " 28 ft	23 00	23 00
" " " " 30 ft	25 00	25 00
" " " " 32 ft	27 00	27 00
" " " " 34 ft	29 00	29 00
" " " " 36 ft	31 00	31 00
" " " " 38 ft	33 00	33 00
" " " " 44 ft	36 00	36 00

	Toronto.	Montreal.
Cutting up planks, 1 1/2 and thicker, dry	25 00	26 00
Cutting up planks, 1 1/2 and thicker, board	18 00	22 00
Cedar for black paving, per cord	3 00	5 00
Cedar for Kerling, 4 x 14, per M	14 00	14 00
1 1/2 in flooring, dressed, F.M.	28 00	31 00
1 1/2 inch flooring, rough, F.M.	27 00	28 00
1 1/2 " " " " " " " "	30 00	30 00
1 1/2 " " " " " " " "	19 00	18 00
1 1/2 " " " " " " " "	18 00	18 00
1 1/2 " " " " " " " "	15 00	15 00
1 1/2 " " " " " " " "	35 00	35 00
Clapboarding, dressed.	12 00	12 00
XXX sawn shingles, per M	2 65	2 75
Sawn lath.	2 00	2 20
Cedar.	2 90	2 90
Red oak.	30 00	40 00
White.	35 00	45 00
Rasswood, No. 1 and 2.	18 00	18 00
Cherry, No. 1 and 2.	70 00	70 00
White ash, No. 1 and 2.	25 00	30 00
Black ash, No. 1 and 2.	18 00	18 00
Dressing stocks.	16 00	20 00
Picks, American inspection.	40 00	40 00
Three uppers, Am. inspection	50 00	50 00
BRICK—M		
Common Walling.	7 50	6 00
Good Facing.	9 00	8 50
Sewer.	8 50	9 00
Pressed Brick, Per M:		
Plain brick, f. o. b. at Milton	18 00	
" " " " and quality	14 00	
" " " " 3rd	10 00	
Hard Building.	8 00	
Moulded and Ornamental, per 100	3 00	10 00
Roof Tiles.	24 00	
Diamond locking tile.	16 00	
First quality, f. o. b. at Campbellville.	18 00	25 00
and quality, f. o. b.	14 00	20 00
3rd	11 00	17 00
Ornamental, per 100	3 00	10 00
Tiles.	24 00	26 00
Plain brick, "A" f. o. b. Don Valley	18 00	25 00
" " " " " " " "	16 00	22 00
" " " " " " " "	15 00	18 00
Trojan or Buff.	24 00	30 00
Ornamental, per 100	3 00	60 00
Plain brick, f. o. b. Port Credit	18 00	
" " " " and quality	13 00	
" " " " 3rd	10 00	
Hard Building.	8 00	
Ornamental, per 100	3 00	10 00
SAND.		
Per Load of 1 1/2 Cubic Yards	1 35	1 25
STONE.		
Common Rubble, per ton, delivered.	14 00	14 00
Large flat Rubble, per ton, delivered.	18 00	18 00
Foundation Blocks, per c. ft. Kent Freestone Quarries, Moncton, N. B., per cu. ft., f. o. b.	1 00	
River John, N. S., brown Freestone, per cu. ft., f. o. b.	80	95
Ballochmyle, per cu. ft., f. o. b.	80	90
New York Blue Stone.	65	75
Granite (Stamstead) Ashlar, 6 in. to 12 in., five 9 in., per ft. Most Freestone.	70	80
Thomson's Gatelawbridge, cu. ft. Credit Valley Rubble, per ton, delivered.	13 00	14 00
Credit Valley Brown Coursing, per superficial yard.	2 50	3 00
Credit Valley Brown Dimension, per cubic foot.	90	90
Credit Valley Grey Coursing, per superficial yard.	1 50	2 00
Credit Valley Grey Dimension, per cubic foot.	75	80
Madoc Rubble, delivered, per ton.	14 00	14 50
Madoc dimension floating, f. o. b. Toronto, per cubic ft.	30	32
Ohio Freestone, No. 1 Blue Promiscuous, f. o. b.	60	
No. 1 Blue Dimension.	65	
No. 1 Buff Promiscuous.	80	
No. 1 Buff Dimension.	85	
The above prices means freight and duty paid.		
2 in. sawed flaging per sq. ft.	11	
2 1/2 " " " "	13 1/2	
3 " " " "	16 1/2	
4 " " " "	22	
5 " " " "	27 1/2	
6 " " " "	33	
Duty to be added to these prices.		
Quebec and Vermont rough granite for building purposes, per c. ft. f. o. b. quarry	33	1 50
For ornamental work, cu. ft.	35	2 00
Granite paving blocks, 8 in. to 12 in. x 6 in. x 4 1/2 in., per M	50 00	
Granite curbing stone, 6 in. x 20 in., per lineal foot.	70	
SLATE.		
Roofing (square).		
" " red.	14 00	16 00
" " purple.	9 00	8 00
" " unflading green	8 50	6 00
" " black.	7 50	7 50
Terra Cotta Tile, per sq.	22 00	
Ornamental Black Slate Roofing	7 50	
PAINTS. (In oil, lb.)		
White lead, Can., per 100 lbs.	6 25	6 00
" " zinc, Can., "	6 50	7 50
Red lead, Eng.	5 1/2	6 1/2
" " venetian, per 100 lbs.	1 60	1 75
" " vermilion.	1 00	1 00
" " Indian, Eng.	10	12
Yellow ochre.	5	10
Yellow chrome.	15	20
Green, chrome.	7	12
" " Paris.	25	40

	Toronto.	Montreal.
Black, lamp	14	12
Blue, ultramarine	15	12
Oil, linseed, raw, Imp. Ad.	63	63
" " " " " " " "	63	63
" " " " " " " "	78	81
Putty	2 1/2	2 1/2
Whiting, dry, per 100 lbs	75	1 00
Paris white, Eng., dry	90	1 25
Litharge, Am.	6 1/2	6 1/2
Sienna, burnt	15	20
Umber,	8 1/2	12
CEMENT, LIME, etc.		
Cement, Portland, per bbl.	2 60	2 60
" " Thorold,	1 50	
" " Queenston,	1 50	
" " Napanee,	1 50	
" " Hull,	1 50	
" " Ontario,	1 10	
" " German,	2 65	2 85
" " London,	2 45	2 90
" " Newcastle,	2 35	2 50
" " Belgian,	2 3	2 40
" " Co. adian,	2 25	2 30
" " Roman,	2 75	
" " Parian,	4 10	4 75
" " Superfine,	6 50	7 00
Keene's Coarse "Whites"	4 50	4 75
Calced plaster, per barrel.	1 50	1 70
Fire Bricks, Newcastle, per M	20 00	24 00
Scotch	30 00	35 00
Lime, Per Barrel, Grey.	40	
" " White.	55	
Plaster, Calced, N. B.	2 00	
" " N. S.	2 00	
Hair, Plasterers', per bag.	80	1 00
HARDWARE.		
Cut nails, 5 d & 6 d, per keg	2 40	2 25
Steel "	2 50	2 35
CUT NAILS, FENCE AND CUT SPIKES.		
40d, hot cut, per 100 lbs	5	5
30d, " " " "	10	10
20d, 16d and 12d, hot cut, per 100 lbs	15	15
10d, ho. cut, per 100 lbs.	20	20
8d, 9d, " " " "	25	25
6d, 7d, " " " "	40	40
4d to 5d, " " " "	60	60
3d, " " " "	1 00	1 00
2d, " " " "	1 50	1 50
4d to 5d cold cut, not polished or blued, per 100 lbs	50	50

	Toronto.	Montreal.
3d to 5d cold cut, not polished or blued, per 100 lbs	90	90
PINK BLIND NAILS.		
3d, per 100 lbs	1 50	1 50
2d, " " " "	2 00	2 10
CASING AND BOX, FLOORING, SHOOK AND TOBACCO BOX NAILS.		
12d to 50d, per 100 lbs	50	50
10d, " " " "	60	60
8d and 5d, " " " "	75	75
6d and 7d, " " " "	90	90
4d to 5d, " " " "	1 10	1 10
3d, " " " "	1 50	1 50
FINISHING NAILS.		
3/4 inch, per 100 lbs.	85	85
2 1/2 to 2 3/4 " " " "	1 00	1 00
2 to 2 1/2 " " " "	1 10	1 15
1 1/2 to 1 3/4 " " " "	1 35	1 35
1 1/4 " " " "	1 75	1 75
1 " " " "	2 25	2 25
SLATING NAILS.		
5d, per 100 lbs.	85	85
4d, " " " "	84	85
3d, " " " "	1 25	1 25
2d, " " " "	1 75	1 75
COMMON BARNEL NAILS.		
1 inch, per 100 lbs.	1 50	1 50
3/4 " " " "	1 75	1 75
3/8 " " " "	2 25	2 25
CLINCH NAILS.		
3/4 and 2 1/4 inch, per 100 lbs.	85	85
2 and 2 1/4 " " " "	1 15	1 15
1 1/2 and 1 1/4 " " " "	1 35	1 35
1 " " " "	2 00	2 00
1 " " " "	2 50	2 50
SHARP AND FLAT PRESSD NAILS.		
3/4 inch, per 100 lbs.	1 35	1 35
2 1/2 and 2 3/4 " " " "	1 50	1 50
2 and 2 1/4 " " " "	1 65	1 65
1 1/2 and 1 1/4 " " " "	1 85	1 85
1 " " " "	2 50	2 50
1 " " " "	3 00	3 00
Structural Iron:		
Ste. beams, per 100 lbs.	2 75	2 50
" " channels,	2 85	2 60
" " angles,	2 70	2 30
" " tees,	2 80	2 65
" " plates,	2 55	2 35
Sheared steel bridge plate.	2 25	2 35

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