

CANADIAN CONTRACT RECORD

*A Weekly Journal of Engineering, Public Works,
Tenders, Advance Information and Municipal Progress*

Contractors AND Municipalities

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Largest exclusive Concrete Machinery Co. in Canada.

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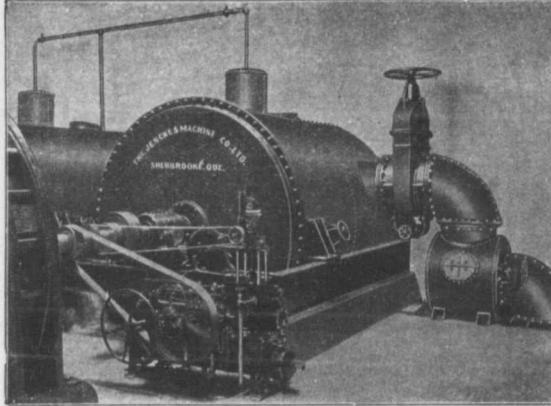
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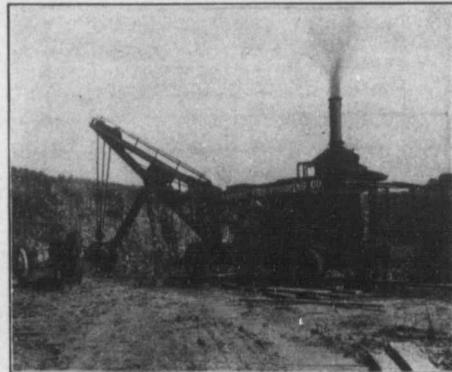
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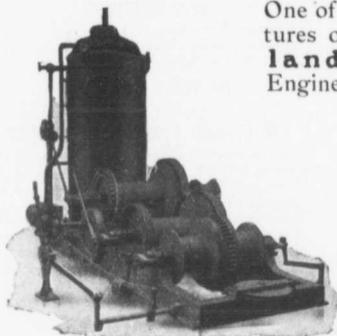
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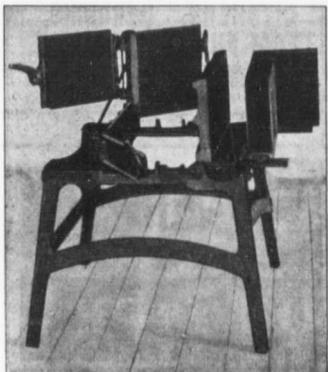
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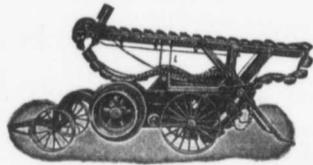
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Report of Committee on Uniform Tests of Cement,
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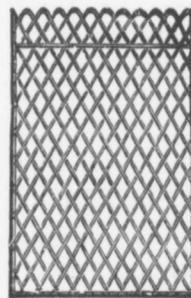
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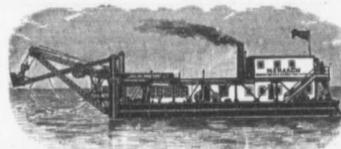
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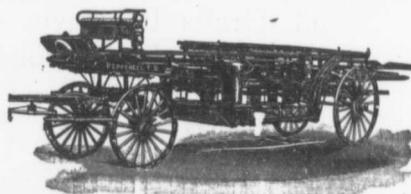


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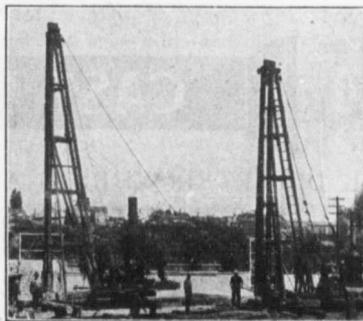
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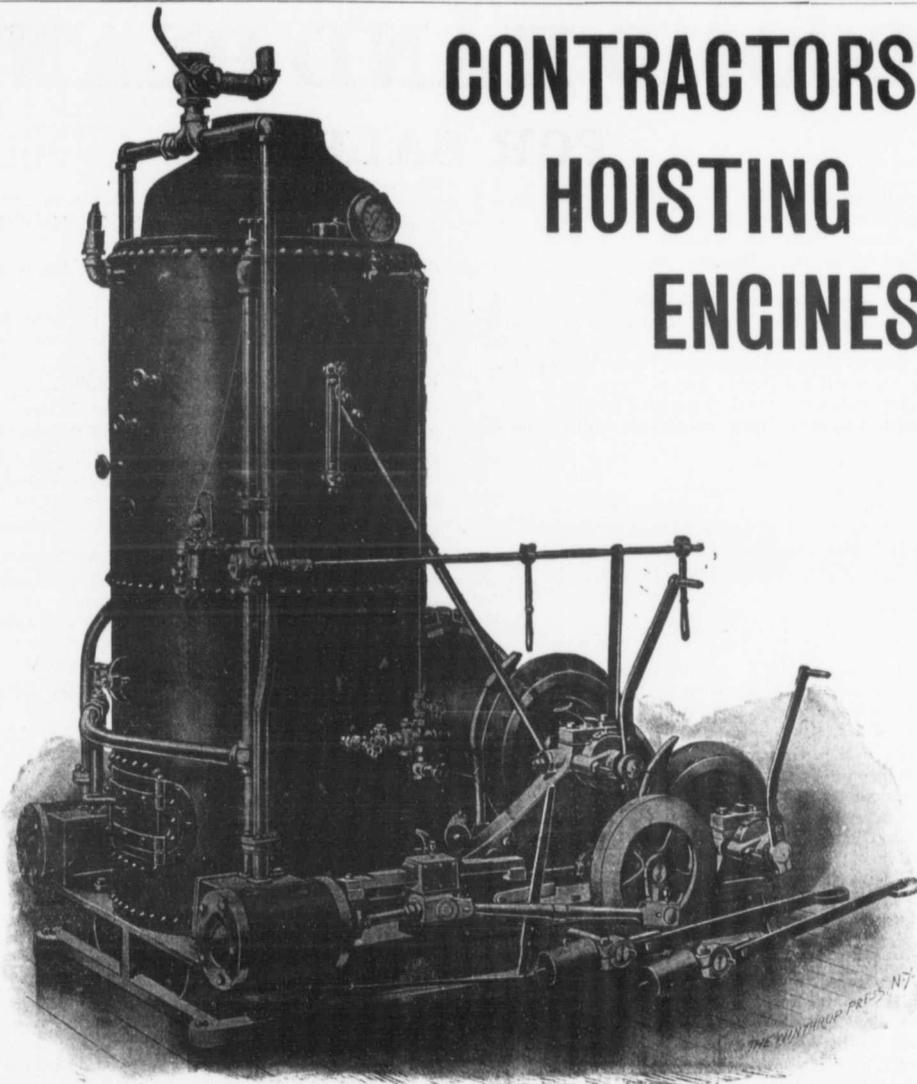
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- 3 No. 2 L.G. Drills complete with Tripods.
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- 700 ft. ¾ in. Best C.C.S. 6 x 19 Wire Rope.
- 600 ft. ½ in. S.M.S. Galvanized 6 x 7 Wire Rope.
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- 4 Wells Lights.
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- 63 Steel Tray Wheelbarrows.

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- 1—No. 5 Smith Concrete Mixer without Boiler.
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- 3—Stiff Leg Derricks.
- 1—Stiff Leg Derrick, 12 x 12 x 58 ft. boom. Capacity 5 tons.
- 1—Stiff Leg Derrick, 12 x 12 x 52 ft. boom.
- 1—Stiff Leg Derrick, 12 x 12 x 55 ft. boom.
- 1—7 ton Guy Derrick with 12 x 12 x 55 ft. boom.
- 1—25 H.P. Locomotive Boiler complete.
- 2—No. 2 Diaphragm Pumps. (Edson)
- 1—Edson Pump.
- 1—Blake Duplex Steam Pump 3 x 2 x 3.
- 1—Duplex Steam Pump.
- 2—No. 7 Pulsometers.
- 1—B.S. Forge.
- 1—No. 6 Buffalo Forge.
- 2—No. 2 Champion Forges.
- 4—No. 625 Buffalo Forges.
- 5—No. 99 Imperial rivetting Guns.
- 1—No. 00 Cleveland Rivetting Gun.
- 1—No. 8 Globe Rivetting Gun.
- 1—No. 12 Imperial Reversible Piston Air Drill.
- 2—Blacksmith's Anvils.
- 1—Engineers Level and Tripod.
- 1—Rod and Picket.
- 1—Small Office Safe.

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Montreal Toronto Winnipeg Vancouver

CANADIAN CONTRACT RECORD

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Vancouver or Seattle.

It looks very much as though the people of Vancouver have a real grievance on their hands. British Columbia has had a good many grievances in its day and has stood pretty loyally by the Confederation pact, since the days when it was induced to enter, by the promise of the building of the C. P. R. Taking into consideration all that the C. P. R. has meant to them, they have no grievance in regard to it. But they are raising a question to-day about the G. T. P. which promises to make the Ottawa Government feel anxious for some time, unless they are able to solve it quickly and effectively. Their trouble is the fear that the supplies which are to go in from the West, for the building of the city of Prince Rupert, and the construction of a great deal of the western end of the G. T. P., may pass by their doors without benefiting them at all. The belief prevails that the G. T. R. will carry the supplies to Chicago and hand them over to American roads to be carried on at Seattle. From Seattle they would be sent on in steamers to Prince Rupert and would never go near Vancouver. The British Columbia Saturday "Sunset" refers to the subject as follows:

"Does the business community of Vancouver realize the seriousness of the situation which will confront this city from the policy which there are good reasons to believe the Grand Trunk Pacific Railway will adopt in using Seattle as the port of departure for Prince Rupert?"

"Has it yet been borne in upon

become a most critical question for this city?"

"Is it understood that Vancouver stands to lose all the benefits which should accrue to this city from the construction of that line and that we stand in imminent peril of losing the permanent trade of the territory that will be developed in the north?"

"We have already seen large or Vancouver business men that this may ders for timber supplies placed in Washington and Montana, while our own mills and logging camps stand idle. No secret is made of the fact that Seattle will be used as the Pacific port of departure for all supplies originating in Eastern Canada for Prince Rupert. From Montreal to Chicago is a haul of about 800 miles over the line of the G. T. R. From Chicago the G. T. R. has traffic arrangements with the C. B. & Q. to St. Paul. At this point it will deliver its freight to the Great Northern for Seattle. It should deliver it by Canadian lines through Vancouver."

What the people of British Columbia are claiming is that the traffic should be delivered by the G. T. R. to a Canadian road, at the nearest Canadian point to Chicago by direct route. This would be at Portal on the Soo line from St. Paul. The G. T. R. connects with St. Paul via the C. B. & Q. from Chicago. The G. T. R. naturally is not in a hurry to hand over any more traffic than it can avoid to its rival the C. P. R., and it may not expect that if it did so, it would receive the most generous treatment from the latter road. These are minor points compared with the interest of the whole people of Canada. Many millions of dollars will be spent in the construction of the G. T. P. It is a duty we owe to ourselves, to see that as much of the profit from the spending of this money as can be handed over to Canadians, should be so disposed of. With a complete Canadian transcontinental railway across Canada, it would be childish to permit of trade animosities depriving Canada of the profits of an industry which she is establishing for herself. Let the G. T. R. and the C. P. R. forget their rivalries for the time, and try to agree about this business. If they cannot come to definite terms let the Railway Commission deal with it. This is, more than almost any other, a question for the Commission to handle if the interests of Canadians are threatened.

Vancouver has sat patiently aside waiting for its turn for many a day, and has swallowed some bitter pills in the past. When it saw the outfitting trade for the Yukon making its

headquarters in American cities, it submitted gracefully. It had to do so. It has suffered a great deal on account of the Asiatic invasion also, and has put up with many other troubles, as it believes, for the "general advantage of Canada." This time it is complaining. The question should be dealt with at once.

Skyscrapers at Ottawa.

A proposal has been made by one of the aldermen of Ottawa that a limit be set to the height of buildings in that city. He suggests eight storeys. As yet, the matter has scarcely even reached the discussion stage. It certainly deserves to be discussed thoroughly. No city in Canada could be more completely ruined by the erection of skyscrapers than Ottawa. Today it is in a transition stage and gives good promise of becoming soon, in reality, "the Washington of the north." Like Quebec, Ottawa has a distinctive charm of its own. It occupies a wonderful site and its plan contributes to the centralization of the city about the beautiful Parliament Buildings. The modest pretensions of its builders and the good taste of those who have had something to say about its designing have assisted in producing the nucleus of one of the most attractive cities of North America. All this beauty and charm can be abolished in a decade if the erection of skyscrapers is permitted. Let those who are responsible see to the matter now. Already there are a few buildings in the nature of skyscrapers. They have provided the thin edge of the wedge. Canada cannot afford to waste the opportunities provided by nature for building a beautiful Capital.

Inspection of Moving Picture Machines.

While on the subject of building regulations something may be said about a bill which has been introduced in the Ontario Legislature, and which will probably commend itself to the public who patronize moving picture shows. A few weeks ago the press reported accidents resulting from ignition of the films used in such machines and causing a panic among the audience. Experience indicates that there is little danger of such an accident if the machines are in proper order, and are intelligently managed. The danger lies in careless handling, and in permitting the machines to get out of order. Acting on the belief that an ounce of prevention is better than a pound of cure, a bill has been

introduced which provides for the inspection of all such machines by the police, before they can be used in public buildings.

Fireproof construction of buildings has gone a long way towards making theatre audiences feel more comfortable and free from the dangers which beset a crowd closely assembled in a large hall. But with so inflammable and explosive a material as a gelatine film passing rapidly through a machine, which when out of order is liable to cause friction and result in an explosion, all the fireproofing in the world will be useless in preventing a great disaster some day when the proper circumstances combine unexpectedly to bring it about. As a means of reducing the insurance risk on public buildings, the measure now introduced will be commendable, and as a means of preventing possible disaster, it is a necessity to have effective supervision exercised over so fertile a source of danger. Now is the time to see to it, not later on, when we have learned wisdom by sad experience.

Nothing But Good Times.

The Central and Western sections of Canada experienced a wonderful wave of building activity during the period between 1903 and 1907. The crest of this wave may be said to have been reached during the latter half of 1906. Having felt the flurry in the world of finance but slightly, as compared to the United States or the Eastern section, the country between the Great Lakes and the Pacific is today well upon the highroad to prosperity. The pendulum having swung to the extremest point, is now swinging back, and the prediction, made several months ago, that 1908 would be a good year, has, even at this early date, been justified.

There is a reason for all this, particularly when one finds business and the building trades not especially active on the other side of the border. There have been no real hard times nor panics in this country. The Presidential campaign to the south stagnates business, and at the same time sends business and capital to our country. Our people have made a good deal of money during the past few years. This money will seek the safe investment that building offers. Stock speculation has never had much hold on Western Canada. The tremendous activity in railway building—which, during the next three or four years, will give this country the greatest expenditure ever known in the world within such a short space of time—will of itself guarantee the

building trades untold benefit. Business confidence is increasing, and the "cold-feet" brigade that besieged Winnipeg is being routed. It was a skeleton army based upon phantom ideas.

There is only one drawback. In Milwaukee the rate on building loans is to-day only 5 per cent. In Winnipeg it is 8 to 10 per cent. It must be lowered. Prices on building materials, on the other hand, are cheaper. To build now may mean one or two per cent. more if a loan is desired, but it means also that a saving of 10 to 15 per cent. can be effected upon the prices that will prevail in less than a year. Lumber is much cheaper, but skilled labor wages are the same as last year. At a meeting of the retail lumbermen of the Estevan and Napinka districts a heavy cut was made in the price of lumber, being equal to \$5 a thousand feet bought at the yards or \$6 a thousand feet if taken in car load lots. This means a great deal to the builder. A similar reduction has taken place at nearly all points.

The year 1908 will be a banner year for settlers. Great swarms of desirable settlers, who have money to build, are already on the way to the promised land—the last Great West. It is the last great chance for the white man in his quest for prosperity. Reports of Western town councils and boards of trade show that the country, outside of Winnipeg, is in many instances ahead of any previous year. An immense amount of work is prospected, and a fair proportion will undoubtedly be gone on with. Another month may show Winnipeg in the midst of great building activity. March was the coldest month of the whole winter. There is not so much small residence planning in Winnipeg, but apartment blocks and store buildings are plentiful. Government and public buildings throughout the West show a larger number planned than ever before. All the architects, however, are not so busy but that they could take on considerable more work, but the month of May ought to see all of them busy.

G.T.P. Opens More Tenders.

The Grand Trunk Pacific officials are now considering tenders for the additional two hundred miles east of Prince Rupert, which will be undertaken this spring. This will make three hundred miles of road under way from the Pacific ocean to meet the line which the Foley firm has under way from Edmonton towards the Yellowhead Pass, through the Rockies.

The tenders have been opened, and it is understood that a number have been received for the work, which will prove some of the most expensive road building on the whole system.

No information has as yet been given out as to who the tenderers are, since it will probably be several weeks before the work is awarded, the tenders for so great an enterprise being rather elaborate documents. It is, however, regarded as not improbable that the Foley firm will not be in the running for the section, as they already have an immense amount of work under way, including part of the Lake Superior division, a big slice of the prairies, a hundred or two miles between Winnipeg and Edmonton, and one hundred miles east of the Prince Rupert terminus, so that their work will be cut out for them for some time to come handling the contracts they already have under way. It is hoped that work on the next two hundred miles in British Columbia will start in June, and if a proper supply of labor is available it will be pushed ahead with energy during the coming summer. Tenders for the erection of the new depot for Winnipeg, the joint enterprise of the G. T. P. and the C. N. R., are due the 15th of this month.

Government Guarantee for C. N. R.

A bill has been passed by the Ontario Legislature providing for a guarantee of bonds for the Canadian Northern Railway to the extent of about \$2,500,000. The guarantee is at the rate of \$20,000 a mile on four sections of new road to be built from the main line between Toronto and Sudbury. It also guarantees \$1,500,000, the amount needed for terminals at Toronto and Key Harbor on Georgian Bay. The four branches involved are to Key Inlet, Moose Mountain Mines, Garson Mines and Orillia.

Securities amounting to 65 per cent. of the expenditures on terminals are also taken, provided the total amount of such securities shall not exceed \$1,500,000.

Holders of the debenture stock under the first mortgage are asked to turn in their stock and accept stock under the second mortgage to be taken.

In 1904 the province guaranteed the debenture stock of the line from Toronto to Sudbury to the amount of \$20,000 per mile. The new mortgage will include that on portions of the line from Toronto to Sudbury already constructed, and the entire guarantee, including terminals, will amount to about \$2,500,000.

NEWS OF THE BUILDING TRADE

Building at Montreal.

The much hoped for increase in the building trades generally, in Montreal, has thus far in the year failed to make itself evident. There is, it is true, quite a fair amount of work in the hands of the architects, but a large percentage of it is only "proposed." Several important features of last year's work are missing, and it will take a large amount of work to make up for them alone. Perhaps one of the most important items missing will be bank premises. In the past few years these have grown enormously, and it is sure to be some time before there is another rush. The monthly report of the building department at the city hall indicates quite a decrease for March as compared with the corresponding month of 1907. In March last one hundred and ten permits for new work were issued representing a total value of \$137,568, while last year a total of \$534,636 was reached, with only ninety-nine permits, which clearly shows that the class of work is much below the usual standard. However, it is by no means too late to hope for betterment, and although it is perhaps unfortunate for the city that some of the large work at present on the boards is to be built at some distance from it, it is not impossible that the contracts may be placed among its contractors.

The Sarah Maxwell Memorial School has been completed and formally opened. It is fireproof throughout and is the outcome of the recent trouble in the city regarding the safety of schools. It has accommodation for 450 pupils and in many respects is a model. Mr. A. F. Dunlop is the architect.

Among the new work on hand is the Natural History Museum on Drummond street. The plans show a basement, a main floor, a mezzanine floor and two museum storeys. It has a frontage of 74 feet and is 140 feet in depth. The facade is simple but dignified, and is generally in harmony with the purpose of the building. The cost of the complete building has been estimated at \$80,000. In the meantime it has been decided to build as high as the mezzanine floor and the remaining storeys will be proceeded with as funds permit. Messrs. Hogle & Davis, architects, have the work to carry out.

Another scheme on hand is a new building for the "Old Brewery Mis-

sion," by Messrs. Finley & Spence, architects. It is proposed to erect a five storey building of a simple yet dignified style, to provide 350 beds, a hall to seat 500 people, a restaurant, reading room and various offices connected with the Mission's work. There is also a fair amount of domestic work at present projected.

If there is one thing which thrives at present in the city it is the real estate business, and judging from its octopus-like extensions on all sides it looks as if there was no end to it. Every other day sees some farm in the suburbs divided into building lots and the speculative builder is never heard to complain of the dullness experienced elsewhere. One of the most important sales that has been registered for some time in the business section was that of the Alliance Building for \$335,000 to the Royal Trust Company. It is among the oldest office blocks in the city, but its fate at present is undecided.

Building at New Westminster.

More buildings are projected, or in course of construction, in New Westminster, B.C., now than at any other time in its history. A careful canvass of the real estate men and architects revealed the fact that there are over 125 buildings in course of erection in the city, many of them up-to-date residences which will be occupied by the builders. All the carpenters in the city and many from outside are working full time trying to keep pace with the work, and there is every indication that a great activity will mark the building trades throughout the year. It is estimated that the value of all the buildings in course of erection in the city would total half a million.

A Good Season for Toronto.

Although it is yet a little early in the season, the architects of Toronto look for a good deal of building this spring. This was the sentiment expressed at the annual meeting of the Toronto chapter of the Ontario Association of Architects, which has had a most successful year. The following officers were elected: Chairman, Mr. George W. Gouinlock; secretary, Mr. H. Sparling; treasurer, Mr. P. G. Wickson; auditor, Mr. H. B. Gordon.

Nova Scotia's Winnipeg Building.

The new building for the Winnipeg branch of the Bank of Nova Scotia, which is to be located on the southwest corner of Portage avenue and Garry street, and which will cost \$250,000, will be built at once. Messrs. Darling & Pearson, architects, of Toronto, say that the contract for construction has been awarded to Thomas Kelly & Sons. This firm is composed of Thomas Kelly, of the firm of Kelly Bros. & Mitchell, and his sons.

The building is to be absolutely fireproof. The outside will be of heavy granite, fronting on both Portage avenue and Garry street, while the architecture is of graceful and decorative design. The entrance on the corner will lead into a large rotunda which will take up the entire area of the building on the ground floor. The treatment of the rotunda and banking rooms will be of marble, various colors being blended to produce a rich and artistic effect. The two lower floors will be devoted to banking and the upper two will comprise general offices. In the basement will be a modern safety deposit vault. All the floors are to be of reinforced concrete, with marble mosaic in the rotunda and banking rooms, while the upper floors will be of marble terrazzo. All the partitions will be of tile.

The property upon which the building will stand was purchased for \$2,800 per foot. This was the highest price ever paid for Winnipeg realty. The old building which now stands on the property was one of the original warehouses in Fort Garry. It was built of hewn oak logs, and at the time the walls of the old fort were destroyed the building was removed to its present location and covered with boards, as it now appears. Hon. Wm. Hespeler was the purchaser who removed it to its present site.

The first Hindu temple in the Western World has been dedicated at the corner of Wenster and Filbert streets, San Francisco. The edifice is modeled after the great Taj Mahal of India.

Spring building indications are promising at West Toronto. The Home Bank will almost immediately commence the erection of their new branch at the corner of Union and Dundas streets.

A Black Eye for Canada.

Canadian manufacturers of cement are not apt to be pleased by an arrangement which is reported to have been made by the Dominion Government in regard to the importation of cement for use upon international tunnels. The question recently arose as to what tools and materials should be admitted into Canada free from the United States and vice versa. The Treasury Department at Washington has given two rulings to the effect that materials actually entering into the construction of a tunnel may be brought from Canada to the United States side, provided they are used in the tunnel itself, but not beyond the shore line of the United States. Tools brought from Canada are to be carefully inventoried by a United States customs officer, and if not returned to Canada, duty is to be collected upon them.

On the strength of these rulings provision was made in the tariff revision last year for a reciprocal concession on the part of Canada. A return recently presented to the House of Commons, however, indicates that the Canadian Customs Department has gone much further and has permitted United States materials to be landed on Canadian soil for use in the tunnel proper, including the shaft used for the entrance to the tunnel. In other words, it may be possible under this ruling to utilize thousands of bags of American cement in the shaft on the Canadian side, whereas not a single bag from Canada could be so utilized in the shaft on the United States side.

Western Building Increasing.

Mr. F. T. Griffin, of Winnipeg, land commissioner of the Canadian Pacific, reports a strong and increasing demand for business and residence sites along the new lines of railway, where towns are now being built. The sale of these lots has been in progress during the winter and many thousands of dollars have been paid to the company in exchange for them. Business was reported brisk in February, but in March there was a remarkable increase, the sale of town lots for that month having been three times that of the previous month. During April the demand has continued, sales being made daily of lots at various points.

Sales of farm lands have also been large, many settlers from Eastern Canada, the United States and Europe completing negotiations for purchases. The building of new towns on what is now open prairie will constitute a picturesque feature of

Western life during the coming summer. Railway stations, grain elevators, banks, hotels, business houses and places of private residence will be required, and will be constructed as rapidly as the conditions of the country permit. Large quantities of building material of all kinds will be required, as, in addition to homes for new farmers, fifty new town sites will be placed on the market by the C. P. R. alone.

New Dominion Bank at Hamilton.

The Dominion Bank has decided to erect a building at the southeast corner of McNab and King streets, Hamilton, for its local branch. The building will be of brick and stone, three storeys, and will cost \$40,000. The lower portion of the building will be occupied by the bank and the upper portion will be fixed up for offices. Notices to vacate have been served on the tenants of three stores, and as soon as possession can be obtained building operations will be commenced. Thos. Crooks is the owner of the property and will lease it to the bank.

Toronto's Tax Rate.

The City Treasurer has not yet presented his estimates of revenue, and until he takes the Board's final figures and makes the additions, the Controllers are quite in the dark regarding what the tax rate will be. There is little prospect of it going below 18 1-2 mills, however, as a number of reductions have been made that will occasion a stiff fight in Council.

Two acres of land on the north side of Bloor street, just east of Dundas, have been purchased by the Bredin Bread Company from Mr. John Huntley. A three storey factory, to cost \$50,000 to \$60,000, will be erected. The cost of the land was \$16,500.

Port Colborne Elevator Nearly Finished.

The new Government elevator at Port Colborne, Ont., is almost completed, and it certainly is a most substantial structure. It is constructed of steel and concrete, and has a capacity of 800,000 bushels of grain. It is thought this port will soon develop into a transhipment point, and that ordinary sized canal boats will be used for carrying the grain through the canal, while the large vessels will merely be used for lake traffic. The elevator has been built with a view to carrying out this idea, as provision is made for unloading at one side for the large steamers and for reloading into the canal boats at the other.

Will Inspect Cinematographs.

A bill to amend the Act respecting egress from public buildings has been introduced by Col. Matheson and read a first and second time in the Ontario Legislature. It gives the police of any municipality the duty of inspecting any cinematograph or apparatus involving the use of a combustible film more than ten inches long, when used in premises licensed for entertainments, or in a church, hall, theatre, school house, or room, or other building used for holding public meetings. Cinematographs are not to be used in such buildings until inspected and approved by the police. A provincial fee of not more than \$5 a day may be imposed for the use of cinematographs, and municipalities may charge such fee as the council prescribes.

Montreal's Building for March.

According to the official report of the Montreal building inspector there has been a decided decrease in the value of building permits issued during March. The decrease as compared with the permits issued in March of last year is nearly half a million — the exact figures being \$445,938.

For the month, 101 permits were granted, valued at \$137,568. For alterations, 54 permits were issued, valued at \$60,115.

For the month of March, 1907, 99 permits were issued. The value was \$534,636. For alterations, 54 permits were granted, valued at \$108,985.

While the outlook for building operations is not particularly bright, the building inspector is of the opinion that many dwellings will be erected in all parts of the city during the coming summer. The great majority of the permits issued up to date are for small dwellings in the outlying districts. Several of the big office buildings that were commenced last year are now well under way, and it is thought that many of the unemployed in the building trades will be put to work as soon as the weather conditions will permit.

Want to Locate in Winnipeg.

Several inquiries have been received by the Winnipeg Industrial Bureau from large manufacturing concerns with respect to locating in Winnipeg.

Among them are a large boot and shoe factory of Massachusetts, a boat building company of Michigan, a felt footwear company of St. Paul, and two manufacturing concerns who turn out gasoline engines.

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What the Railways are Doing

A Great Railway Building

The current year will be, more than any other, a year of railway construction for Canada. There will not only excessive mileage constructed, but several of the roads to be built will be extremely important. Everything, in the public eye, is overshadowed by the G. T. P., but construction work of considerable magnitude is to be carried out also by the C. P. R., the Canadian Northern and the Great Northern. The direct line of the Canadian Pacific from Winnipeg to Edmonton will be finished, and will be opened for transportation, as will also the new main line of the Grand Trunk to the same city. The former will have, as a result of the year's operations, a double track on a portion of this through line to Edmonton. To match this and to make provision for the rapidly increasing traffic, the double tracking of the Canadian Pacific from Winnipeg to Fort William will be brought to a successful termination. The work of the Great Northern will be confined to the completion of the work which is already in hand, and no new mileage will be constructed with the exception of that which is being carried forward in the far west.

The larger sums of money will be expended by the Canadian Pacific and the Grand Trunk Pacific, both of which will be engaged in very important enterprises. The undertakings of the C. P. R. embrace from ten to a dozen separate contracts. To the east of the city of Winnipeg work will be carried forward on the main line to Fort William, where the concluding work will be done on the double tracking. About one-half of the track on this new line has been laid, and the rock work is pretty well complete. The total distance to be built between Winnipeg and the lakes amounts to 418 miles, and the work remaining to be done consists chiefly in making the large fills along the line.

The entire new work of the C. N. R. during last season amounted to 270 miles, and it is possible that work to the same extent may be undertaken this year. In any case, there is an immense amount to be done in the way of betterments of existing tracks and the completion of the lines which were originated last year.

On the Grand Trunk Pacific steel will be laid between Winnipeg and Portage la Prairie for a distance of about forty-five miles, thus complet-

ing the line between these two points. The gap in the track between the present western terminus of the track in the Touchwood hills and the present eastern terminus of the portion of the line running east from Saskatoon will be closed, giving a connected line from Winnipeg to Saskatoon over which ballasting trains can be operated at once.

Officials of the company expect that the line will be completed between Saskatoon and Edmonton during the current year. The great impediment in the way of its completion is the construction of the Battle River bridge. Were it not for this bridge, there could be no doubt regarding the construction of the completed line, since one hundred and fifty days will lay all the track. Work on the Battle River bridge cannot, however, be well begun until the line of rail has reached that point from Saskatoon, a distance of two hundred and four miles. Three to four months will be required to complete the permanent bridge over the river. Should it appear that in view of the length of time required for the construction of the bridge, there is danger that the line will not be completed into Edmonton this year, the track laying machines will begin work from the Edmonton end and will push on the track laying from the Clover Bar bridge eastward.

On the Grand Trunk Pacific west from Edmonton, the work will be done under the direction of Foley, Walsh & Stewart, the contractors for the construction of the dump for a distance of 126 miles. The same contractors will build the dump for a distance of six miles east from Edmonton to the big bridge at Clover Bar. Large forces of men will be engaged with the usual working in both directions from the city. On the Pacific coast Foley, Walsh & Stewart will also probably be engaged in building the line from Prince Rupert to a point one hundred miles distant.

This section is an interesting one, owing to the fact that the larger portion of it is along the shore of the ocean and the shore of the Skeena river. Sixty miles of the line is of this nature; and vessels with supplies can reach the point of operation at any time. Much of the work is heavy rock cutting along the shore of the ocean and the river, but it is expected that the work involved could be completed in a comparatively short time. The value of the contract is under-

stood to be in the neighborhood of \$7,000,000.

East of the city J. D. McArthur will be engaged in the completion of his contract for the construction of 247 miles of the National Transcontinental, and Foley Bros and Larson will probably complete the construction of a line two hundred miles long, running from the head of the lakes in a northwesterly direction to the main line of the National Transcontinental. Almost 5,000 men are engaged in the work of the contract of J. D. McArthur at the present time, and during the summer there will be about 10,000 engaged.

The Grand Trunk Pacific railway, Winnipeg to Prince Rupert, will be approximately 1,740 miles in length. The Lake Superior branch, extending from Fort William to Lake Superior Junction, on the main line of the eastern section (of the Transcontinental railway) will be 200 miles long. Of this total mileage of 1,940 miles, there is at present 1,000 miles under actual construction, including the entire Lake branch, and the main line between Winnipeg and Edmonton.

About 800 miles of grading have been completed, and 470 miles of rail laid, of which 200 miles is ballasted.

During last year there were employed in connection with the construction work over 22,000 men and about 6,000 animals; the expenditure in labor and material being in the neighborhood of \$12,000,000.

The total mileage so far constructed by the Great Northern in Manitoba amounts to 173 miles, as follows: Neeche to Portage, 78 miles; Walhalla to Morden, 22 miles; St. John to Brandon, 73 miles. No announcement has been made yet about its new work.

In the far west, the Great Northern is gradually extending its lines in Southern British Columbia, and is now operating a train to Keremeous. This line will be pushed westward along the banks of the Similkameen river this season, and the Canadian cities of the coast will without doubt be eventually reached by this route.

These details refer only to the railway construction in the West. Work on the eastern half of the G. T. P. is being done under Government supervision, and will also be extensive. There should be no chance for a man who can work with his hands, to be idle this summer, in Canada. What this all means to Canada in the way of setting money in circulation is hard to imagine.

A Railway to Hudson's Bay.

The old question of a railway to Hudson's Bay was brought up again recently in the House of Commons, Ottawa. This time it was urged by members from Western Canada, irrespective of their politics, and the Government was given to understand by all the speakers that they would be supported unanimously if they brought forward a suitable plan for the construction of such a road. Mr. Knowles, M.P. (West Assiniboia), introduced the subject to the House. The distance between Fort Churchill, the Hudson's Bay terminus of the proposed railway, and Liverpool, he said, was between 950 and 1,000 miles less than the present route via the Atlantic seaboard. The completion of a road to Fort Churchill would only mean the construction of 470 to 475 miles of railway over a route that was particularly adaptable to railway building. As to Fort Churchill, he quoted several authorities in support of his contention that it was one of the best natural harbors in the world, was open for nine months in the year, and could, with ice-breakers, be kept open the year round. At present Hudson's Straits could be made safely navigable for at least four months of the year, perhaps a great deal longer. The eastern sections of Canada would benefit as well as the west by the construction of the railway, because it would open up new markets for manufacturers. Therefore, it was a national and not a sectional question.

Mr. Schaffer, in supporting the proposal, estimated that the three Provinces of Manitoba, Saskatchewan and Alberta were capable of producing a wheat crop equal to the whole world's crop at the present day. He calculated that in the provinces mentioned there were 126,775,480 acres suitable for cultivation, of which only about 8,000,000 acres, or one-sixteenth, were at present under cultivation. The building of such a road would open up an immense area of agricultural land.

Mr. McCraney said that the railways now being built in the West were largely colonization roads, and did little, if anything, to relieve the traffic congestion. Consequently they were looking for new outlets, particularly for the grain and cattle traffic, and of that reason they were looking towards the Hudson's Bay. No question had assumed such importance in the minds of the people of the three Prairie Provinces as this, and the time had arrived when the idea of building such a road out of

the proceeds of the lands could be seriously discussed.

Others who spoke in support of the plan were Messrs. Borden, McCarthy, Roche, Burrows, Lake, Turriff, Staples, Crawford, Herron, McIntyre and Foster. On behalf of the Government Hon. Frank Oliver, Minister of the Interior, said that the question was now under consideration, and if a conclusion had not yet been reached it was not because of dilatoriness in respect to transportation. Nor was it because of lack of sympathy or lack of intention to deal with the question but it was because other matters of importance had been prominent. It might be possible before the end of the session for the Government to make an announcement.

Belleville's Good Progress.



ENGINEER LINDSAY OF BELLEVILLE.

The city of Belleville is making rapid progress in industrial advancement. Many new industries are springing up. Cement plants are being installed, and rolling mills re-opened employing over 300 skilled hands, while in the near future an up-to-date scheme of sewerage will be constructed. Quite a number of the main thoroughfares and residential districts are already sewered. Extensive permanent road schemes are also being advocated by the enterprising business men.

The Public Works Department is well equipped with the newest and most up-to-date machinery, including two large size stone crushers, "Ideal" concrete mixer, a two-horse street cleaner or mud scraper, also street sweeper fitted with steel fibre brush as well as a macadam spreading wa-

gon; a powerful 15 ton roller is also in use. The advantages of continuity of chairmanship are especially noticeable in this department. The present chairman, Alderman Panter, has held the position for some seven years and is consequently in touch with all its requirements.

After viewing the beautiful "Bay of Quinte" and inspecting some of the fine buildings on the main thoroughfares, including the celebrated "Quinte Hotel," acknowledged to be the largest and best appointed hotel in the province, outside of Toronto or Montreal, one is most impressed by the excellent granolithic walks which traverse the city from one end to the other. These were laid under the direction of the former engineer, the late Mr. R. C. Hulme.

Like Guelph, Belleville owns and operates its own waterworks and gas plant, which are on an extensive scale. From an illustrated descriptive booklet, which Mr. Lindsay, the present city engineer, has been good enough to forward us, we gather that Belleville must be a charming place to live in; produce being cheap and rents low. Great development is therefore to be expected from a city possessing so many natural advantages.

Mr. Lindsay has lately been appointed city engineer of Belleville and is assuming the work with a good record behind him. He was formerly city engineer of Guelph, and is well equipped for his new position.

C. P. R. Branch for Sarnia.

That the Canadian Pacific will operate a branch of its line into Sarnia is now absolutely assured. Surveyors are at work in and about Sarnia, and although no official notice has been received, the Sarnia council feels satisfied that the new railroad will be extended to Sarnia and American border towns. The road, if connected with Sarnia, will be known as the St. Mary's & Western Railway, but it will be operated by the Canadian Pacific. At present representatives and promoters are going through the country between Strathroy and Sarnia getting bonuses.

Dr. Gaspe Beaubien, B.Sc., has established an office in the Liverpool & London & Globe building, Montreal, where he will carry on the business of consulting electrical engineer. Mr. Beaubien is a graduate of the A. I. E. E. He spent one year with the Westinghouse Electric Company. He makes a specialty of electric drive in factories.

What the G. T. P. Means to Winnipeg.

Winnipeg has no more interesting subject of discussion to-day than the impending arrival of the G. T. P. Real estate dealers are devoting much of their attention to the various sections of the city which will be directly affected. When construction work begins and the contemplated improvements are under way some interesting fluctuations in value are expected. The Winnipeg "Saturday Post," speaking of the situation, sums up the changes to be expected and says: Perhaps a district which will receive a very great stimulus through the operations of the G. T. P. will be the territory lying to the eastward of the Red River, and comprising the city of St. Boniface, Norwood and the municipality of Springfield. In past years the growth of St. Boniface has been inconsistent with that of Winnipeg, due partly to the fact that it has become recognized as set apart for the French-speaking population, and also because of the inadequate bridge facilities. While the Cathedral City covers an area of more than one-third of the territory included in the three mile limit from the Winnipeg post office, the population is only about five thousand at the present time.

There is a combination of reasons why St. Boniface will receive such benefits from the railway as to inaugurate a very pronounced forward movement. One of the greatest of these is that a small town will be created in the vicinity of the new shops just outside the city limits, which will not only be of benefit to the commercial interests of the city, but will serve as the thin edge of the wedge in the building up of the eastern portion of St. Boniface, which means increased values to a very large district.

That Grand Trunk town will commence to take shape this summer is assured, there can be no alternative. Some idea of the extent of the shops to be constructed may be gained from the fact that the new round house to be erected immediately is to consist of forty-six stalls. It is understood that this will be the largest of its kind in Canada, with the C. P. R. Winnipeg round house taking second place with forty-two stalls. The shops will be of proportionate size, and they will give employment to about 1,800 men.

Another factor that will play its part is the valuable warehouse property to be created in central St. Boniface, adjacent to the new Lombard

street bridge. It is learned that a speculator who purchased a large block of property some time ago between St. Joseph street and the river at a cost of \$50,000, has refused a profit of \$100,000 on his bargain. The building of a bridge at Lombard street for vehicular as well as railway purposes will have a tremendous influence in encouraging settlement on the east side of the river. There are, too, the almost certain probabilities of grain elevators being erected along the line in East St. Boniface, and the possibilities of an immense transfer yard for the use of the G. T. P., C. P. R. and C. N. R. In St. Boniface these lines come very close together, and the advantages of such a system have been demonstrated elsewhere beyond a doubt.

Aside from the effects of the G. T. P. in St. Boniface, the many improvements in progress over there will tend to boost values considerably. The extensive work of paving and boulevarding commenced last summer will be continued. An artistic concrete bridge will be constructed across the Seine at Provencher avenue, which will mean the extension of the street car line; the magnificent new cathedral is rapidly nearing completion; the Linseed Oil Company will construct its plant this coming summer, and there is a prospect of Norwood bridge being purchased. Truly the future looks rosy for real estate across the river, and there is a feeling of suppressed excitement among property owners over there.

Norwood will not only receive the many benefits accruing from the improvements in the north and east ends of St. Boniface, but being in such close proximity to the superb terminal station on Main street south will be more of an attraction this year than ever before. This district has attained a wonderful growth during the last two or three seasons; the residences constructed have mostly all been of a very high order. It is expected that the Rowing and Canoe Clubs will erect commodious quarters along the river in the very near future.

While the entrance of the Grand Trunk Pacific will tend to raise values considerably across the river, the effect on Winnipeg property in general, and certain portions of it in particular, will be even more marked. Property along the river bank should not only be considerably enhanced in value by the railroad improvements but also by the fact that when the St. Andrews locks are constructed dockage facilities will be absolutely necessary for the accommodation of the

vessels which will ply between Winnipeg and the head of Lake Winnipeg, 400 miles north.

With the Grand Trunk Pacific and the Canadian Northern running parallel through Fort Rouge from Main street to the outskirts of the city the advantages of adjoining property for warehouse purposes must be plain. South of Pembina street there is property so situated between the two lines as to give exceptional shipping and freight transfer facilities. The construction of warehouses must necessarily mean the erection of homes for employes in this portion of Winnipeg.

The Labor Question in the West.

There is no doubt that there will be an unprecedented demand for labor in the West this year. At least thirty-five thousand men will be needed for railway construction work. Foley, Welsh & Stewart alone will absorb 12,000 men west of Winnipeg on the G. T. P. contracts. J. D. McArthur & Company will employ five to seven thousand east of Winnipeg. Building operations in the towns and cities will also require a considerable number. The new union depot in Winnipeg will require a thousand men, and the massive Parliament Buildings, to be put up in Edmonton and Regina, a like number. In Winnipeg there is plenty of skilled labor of all classes, and there is not any likelihood of a scarcity for some time. This is due to the fact that Winnipeg is the "jumping off" place for all new comers, who, instead of going further west, seem to like the bustle of the city. Wages for skilled workmen in Winnipeg will be the same as last year. Where the immense army of workers required for the harvest is to come from is a conundrum, as railway construction will absorb the ordinary immigrants. Cheap excursions from the States, however, will prevail, which combined with high wages may possibly attract the twenty or twenty-five thousand required by the farmers.

C. P. R. May Build Again.

It is reported from Winnipeg that the C. P. R. has under contemplation what is practically a second trans-continental railway, with a terminus at Hardy Bay, B.C., one of the best ports on the Pacific coast. It will be shorter than the present road, and better able to compete with the Grand Trunk Pacific.

Contracts Department

News of Special Interest to Contractors, Engineers, Manufacturers and Dealers in Building Supplies.

Arthur, Ont.

The following debentures are offered for sale by the village: \$6,200, 20 years, 4½ per cent.; \$5,500, 13 years, 4½ per cent.; \$2,000, 20 years, 4 per cent. D. T. Small is clerk.

Alameda, Sask.

The Alameda Rural Telephone Company, capitalized at \$15,000, are being organized to build a long distance line between here and Arcola, touching Douglaston, Dalseboro and Curt Hills.

Bobcaygeon, Ont.

James Lithgow, Secretary, Electric Commission, will receive tenders up to May 6th for rock excavation for the Little Bob Power House also for building a cement flume. Plans and specifications on application.

Brantford, Ont.

The city council have received an application for fixed assessment of \$5.00 for ten years from Manager Johnson, who will erect this season a new theatre to seat 2,000 persons.

Brockville, Ont.

Plans are being prepared by the C. P.R. for improvements to the waterfront. P. Murphy is general superintendent of construction and H. B. Spencer, divisional superintendent.

Barrie, Ont.

The Town Council will have Mr. C. H. Mitchell, C. E., Traders Bank Building, Toronto, report and estimate upon a complete sewerage system for wards five and six. These wards include the former village of Allandale and the portion between Allandale and Barrie.

Brandon, Man.

The City Council have decided to construct a reinforced concrete bridge across the Assiniboine river by day labor under the supervision of W. H. Shillinglaw, the city engineer; total estimated cost \$60,000.

Tenders are invited by Harry Brown, City Clerk, up to April 30th, for supply of 4,000 to 5,000 barrels of Portland cement for use during the coming season. Specification and form of tender may be obtained on application.

Berlin, Ont.

Rev. A. L. Zinger, President, St. Jerome's College, is taking tenders for two 60 h.p. tubular boilers for the heating system, also for a steam

engine, 30 h.p., and for a 300-light electric dynamo.

Calgary, Alta.

The city council invite tenders for the construction, equipment and operation of a street railway in this city for a limited period of franchise. H. E. Gillis is city clerk.

It is planned to replace every wooden bridge on the C.P.R. main line between here and the Pacific coast by a steel structure. E. F. Busted, Vancouver, B.C., is General Superintendent, Pacific division.

Clinton, Ont.

D. L. MacPherson, town clerk, will receive tenders up to April 15th for drilling an eight-inch test well for the waterworks, also other construction.

Coquitlam, B.C.

Hon. E. J. Fulton, Chief Commissioner, of Lands and Works, Victoria, will call for competitive plans for various buildings to be erected at Coquitlam Farm for the Insane.

Chilliwack, B.C.

\$17,000 will be raised by debentures for extensions to drainage and sewers.

Denison, Sask.

The farmers are petitioning the C.P.R. to build a 45-mile extension of their line.

Exeter, Ont.

The ratepayers have approved by-laws granting a free site to the Gibb Evaporator Company and a free site and immunity from taxation to the Connor Machine Company.

Edmonton, Alta.

Plans are being prepared for the new Alberta Industrial school to be established here and a site will shortly be selected upon the return of Hon. W. H. Cushing, Minister of Public Works.

Francis, Sask.

W. G. Robinson, Secretary Treasurer, will receive tenders up to April 21st for \$12,000 school district debentures. Particulars on application.

Fergus, Ont.

James Beattie invites tenders up to April 18th for steel superstructure and concrete abutments for the Mount Forest bridge. Specifications may be seen on application to Mr. Beattie and at the offices of Bowman & Connor, consulting engineers, Toronto.

Glencoe, Ont.

George Wilson, clerk, wants tenders for the electric lighting of this village.

Guelph, Ont.

Specifications are being prepared for the macadamizing of Quebec and Douglas streets.

Humbolt, Sask.

A new public school will be erected here at a cost of \$5,000.

Hosmer, B.C.

The Cranbrook Light, Power & Telephone Company, Cranbrook, B.C., will build a long distance line from here to Fernie, to be in operation by the middle of May.

Halifax, N.S.

Considerable extensions will be carried out at the Halifax hotel, the accommodation of which will be increased by 30 or 40 rooms.

Hamilton, Ont.

It is stated that a company is being organized by J. McLean and H. H. James for the purpose of manufacturing cement bricks by the Pierce process.

E. S. Barrow, City Engr., is reported to have estimated the cost of constructing a wooden bridge over the railroad tracks at Garth street at \$6,000, and a steel structure at \$11,000.

The city council will purchase a trenching machine for the Sewer department at a cost of about \$3,500.

It is reported that the Directors of the Royal Distillery Company are considering the erection of a 5 storey brick plant at King William and Wellington streets; estimated cost \$500,000.

Walter Stewart, architect, has prepared plans for a new Presbyterian church to be erected in Main street, in the south east section of the city, at a cost of \$40,000.

\$10,000 will be spent on road repairs this season according to the recent decision of the Board of Works.

It is stated that a big apartment house is to be built this spring on King street east, near Wentworth street.

The proposal to spend \$250,000 on new school buildings and extensions has been approved by the Board of Education. The schools to be en-

larged include: Picton street, eight rooms, to cost \$35,000; rebuilding Victoria avenue school at a cost of \$78,000; Cannon street school, rebuilt to a 16-room school at a cost of \$62,000; and Murray street, rebuilt to a 10-room school at a cost of \$40,000.

Kingston, Ont.

H. W. Richardson is contemplating the erection of a five or six storey building corner of Brock and Wellington streets.

Kenora, Ont.

Frank Lee, Division Engineer of the C. P. R., Winnipeg, will receive tenders up to April 20th for the erection of a Y. M. C. A. building here according to plans and specifications to be seen at office of Division Engineer.

London, Ont.

Plans have been submitted for the enlargement of the Colborne street Methodist church; estimated cost \$15,000.

A. O. Graydon, City Engineer, will receive tenders up to April 16th for the various trades in the erection of the new city hall lavatories.

The street railway company are reported to be in negotiation with the city council with regard to the north end extension.

Markham, Ont.

Fred. Gelinis, Secretary, Department of Public Works, Ottawa, will receive tenders up to April 29th for construction of post office building here. Plans may be seen on application to the local postmaster and at the Department.

Markdale, Ont.

Votes of the ratepayers will be taken on May 4th on a bylaw to raise \$20,000 for the extension of the water-works system.

Moncton, N.B.

City Engineer Edington has been instructed to prepare plans and specifications for sewers on John street, High street and Cameron street, also to figure on the cost of permanent sidewalks.

Tenders are about to be taken for pitch, sand and cedar blocks.

Montreal, Que.

F. W. Morse, General Manager, G. T. P., states that tenders are now being taken for a further stretch of 179 miles west of Wolf Creek. This contract extends well into the Rocky Mountains, fifty miles ahead of Yellow Head Pass. The award will be made in June.

The Montreal Southern Counties Electric Railway Company will at once commence work on the St. Lambert

section at Montreal South and at Longueuil. The section following this to be built will be between St. Lambert, Chambly Basin, Chambly Canton and Meriville. The system will be over 200 miles in length when completed.

The newly organized George Hall Coal Company of Canada, Limited, have acquired from the Dominion Government a site of four lots on the Wellington Basin, where they are now engaged in the erection of a modern plant to cost \$100,000. Automatic weighers, screens and various other equipment for rapid handling will be installed. A. J. Gorrie, this city, is managing director.

The trustees of St. Giles Presbyterian church have purchased a large building site on St. Joseph Boulevard. J. R. Dobson is pastor. Building operations are not contemplated at present.

The Parks and Ferries Committee are asking \$45,000 for park improvements this season. Following are details: for the erection of a new observation pavilion, \$6,000; lavatory, \$4,000; improvements to Fletcher's Field, \$5,000; three stone panels for the new balustrade, \$1,500; steam roller, \$3,000 and crushed stone for roads, \$4,250.

Finlay & Spence, architects, have prepared plans for a new four-storey building for the Old Brewery Mission; estimated cost \$50,000.

J. S. Paynter, architect, this city, has prepared plans for the new buildings to be erected this season on Frontenac street by the C. P. R. at a cost of nearly \$2,000,000. E. P. Gutelius is Assistant Chief Engineer.

Niagara Falls, Ont.

It is stated that the Queen Victoria Park Commission will this summer commence the erection of a large conservatory at Queen Victoria park.

Oro, Ont.

R. O. Bell, Secretary, Oro Telephone Company, wants tenders up to April 18th for the construction of a telephone line to town limits of Barrie.

Owen Sound, Ont.

The Board of Education will carry out various improvements in the way of fire protection. Iron stairway fire escapes will be provided at the Hill street school.

Orillia, Ont.

The ratepayers have defeated a bylaw providing for sewage disposal works.

Ottawa, Ont.

F. Gourdeau, Deputy Minister, Marine and Fisheries, will receive ten-

ders up to May 1st for supply of about 3,974 fathoms of different sized chain with shackles and swivels, for delivery at Halifax, St. John, Charlottetown, Quebec and Montreal. Specifications may be obtained from the Marine and Fisheries agents at these cities and at the Department.

Tenders will also be received by Mr. Gourdeau up to May 1st for construction of twin screw steel cruiser for delivery at Victoria, B. C.; dimensions, length over all 250 feet, breadth of beam molded 32 feet and depth from top of keel plate to top of beams at side 17 feet. Specifications may be seen at offices of collectors of customs at Toronto, Hamilton, Collingwood, Midland, Vancouver and Sydney, N. S., at the Department and at the various agencies.

Oshawa, Ont.

A by-law to grant \$3,000 to Mathew Guy for the establishment of a carriage factory will be submitted to the ratepayers.

Tenders for street lighting will be received by J. A. Schofield up to May 1st. Particulars and plan may be obtained at office of town engineer.

Paris, Ont.

The ratepayers have approved a by-law to raise \$40,000 for the erection of a new central school.

Picton, Ont.

The town council have granted an additional \$20,000 for the completion of the new Collegiate Institute.

Port Arthur, Ont.

J. Carrick and William Scott are organizing a company to erect an opera house or public hall.

Peterborough, Ont.

The Peterborough Curling Club are asking council for a fixed assessment of \$5,000 for ten years. It is the intention of the club to erect a three-storey building of 114 feet frontage with three stores to the front and the rink in the rear. S. T. Medd, Robert Hicks and R. M. Waddell are interested.

Port Steele, B.C.

A considerable amount of irrigation work is in prospect.

Portage la Prairie, Man.

A bylaw will shortly be submitted to the ratepayers providing for the installation of an auxiliary water system to cost \$50,000.

Paisley, Ont.

J. C. Gibson, Town Clerk, will receive tenders up to May 1st for the following machinery: one Jerome Wheelock engine, 35 horse-power, nearly new; seven power carpet

looms; one art square loom, fringe looms, two stair carpet looms, twister, spooling machine, copping machine, dye tubs, shafting, belting, heating pipes and other necessary machinery for the equipment of a modern carpet factory.

Prince Albert, Sask.

C. H. Mitchell, consulting engineer, Toronto, writes that the figures published in a recent issue in connection with the development of power on the Saskatchewan river are erroneous. We should have stated that the cost of developing 10,000 h.p. would be about \$1,000,000, a portion of which could be secured as an initial development not exceeding 2,000 h.p. at a cost of \$350,000. The report submitted by Mr. Mitchell also contained a detailed estimate for a smaller proposition on the Shell river, where 1,000 h.p. could be obtained for about \$160,000.

St. Thomas, Ont.

The Brotherhood of Locomotive Engineers of this city have decided to erect a large new hall.

Plans will be prepared and tenders taken shortly for the rebuilding of the Brewery, Ashery and Lyndhurst bridges over Kettle Creek. Engineer Bell is in charge. Estimated cost \$24,000.

It is understood that G. R. Armstrong, proprietor of the Grand Union Hotel, has just purchased property corner of Talbot and Flora streets, where he will erect a modern hotel building.

St. Mary's, Ont.

The ratepayers have approved a by-law to loan \$40,000 to the St. Mary's and Western Ontario Railway. The measure in favor of the Small Wares Company was defeated.

Sedgewick, Alta.

The residents of Brownfield district will ask the authorities to construct a bridge across the Battle river.

It has been decided to erect a two-storey school building constructed of cement blocks.

St. John, N.B.

At the monthly meeting of the Board of Trade a resolution was passed asking the Dominion Government to enter upon the construction of a branch line to connect this city with the Transcontinental Railway.

Negotiations will be opened up with the C.P.R. with a view to the erection of a large hotel.

The Seamen's Mission Society will erect a new institute on Prince William street this spring. J. N. Rogers is secretary.

The Edward Partington Pulp &

Paper Company will erect a two storey fireproof warehouse, 90 by 30 feet, solid brick, stone and concrete foundation, in this city.

Sandwich, Ont.

A report is current that the United States Steel Corporation will begin construction of docks along the Canadian river front below this town, preparatory to building large steel plants and a model city. It is stated that construction will commence this summer.

Stellarton, N.S.

The town council will borrow a sum not to exceed \$24,000 for extensions to schools and improvements to the water and sewerage systems.

Toronto, Ont.

Denison & Stephenson, architects, 20 King Street, are taking tenders for a four-storey warehouse, mill construction, to be erected on Esplanade street; estimated cost \$35,000. Two freight elevators will be installed, also a sprinkler system.

The Orangemen are reported to have secured a site for the erection of a hall corner of Euclid avenue and College street.

Sproatt & Rolph, architects, 90 Yonge street, have prepared plans for a library building for Victoria College and these have now been accepted by the trustees. The structure will be erected on North Drive and Czar street, will be 146 feet by about 120 feet, of stone construction and will cost in the neighborhood of \$75,000.

The Sunbeam Incandescent Lamp Company of Canada are contemplating the erection of a factory on Dufferin street to cost \$75,000.

C. H. Mitchell, C.E., Traders Bank Building, has received instructions from the council of Barrie, Ont., to report and estimate upon a complete sewerage system for wards five and six in that town.

The city council have made an appropriation of \$2,000 for the preparation of plans for sewerage disposal and filtration plant and C. H. Rust, city engineer, is now busy on the work.

Ellis & Connery, architects, Manning Chambers, have just taken tenders for the erection of a factory on Queen street West.

Recent building permits include: A. B. Dover, 2 storey brick dwelling, Yarmouth road, \$2,500; F. Cartmonche, 2 storey and attic, brick dwelling, Packway avenue, \$3,500; F. Cartmonche, 2 pairs 2 storey and attic semi detached brick dwellings, Packway avenue, \$11,600; Jno. Lowden & Son, 3 storey brick addition to warehouse, King street, \$3,000;

Wm. Pattin, 2 storey brick dwelling, Lucas Street, 2,700; J. S. Timmins, 2 and a half storey brick dwelling, Cowan avenue, \$4,000; L. Bradley, 2 storey brick dwelling, Bedford road, \$2,500; J. W. Devitt, 2 attached 2 storey brick dwellings, Euclid avenue, \$6,000; E. Perry, pair 2 storey brick veneer front and rough cast dwellings, Tiverton avenue, \$3,000; S. A. Treloar, 2 and a half storey brick dwelling, Broadview avenue, \$3,800; D. McCann, 2 storey brick store, Dufferin street, \$2,500; F. L. Ratcliff, 2 storey and attic brick dwelling, Crescent road, \$7,500; G. Fcles, pair 2 storey and attic semi-detached brick dwelling, Geoffrey street, \$2,700; J. B. Vick, 4 pairs 2 storey roughcast dwellings, Gerrard street east, \$12,000; B. H. Morehouse, pair 2 storey brick veneered front and roughcast dwellings, West avenue, \$3,400; C. R. Dinnick, 2½ storey brick dwelling, Kendall avenue, \$5,000; R. W. Harrison, 2½ storey brick dwelling, Beatty avenue, \$5,000; R. J. Hoidge, 2 pairs 1½ storey semi-detached brick dwellings, Markham street, \$7,500; E. C. Tuckett, 6 detached 2 storey brick dwellings, Conduit street, \$12,000; E. C. Tuckett, 2 pairs 2 storey semi-detached brick dwellings, Dundas street, \$8,000; E. C. Tuckett, 2 detached 2 storey brick dwellings, Barrett ave., \$4,000; Robert Watt, 2-storey brick planing mill and factory, corner Campbell and Tennyson avenues, \$2,500; A. Pennock, three attached 2-storey brick dwellings, Claremont street, \$6,000; Wm. Murray, two detached 2 storey and attic brick dwellings, Kendall avenue, \$8,000; D. H. Atkinson, 2 storey brick dwelling, Pearson avenue, \$2,400; Henry Martin, pair 2-storey semi-detached brick dwellings, Edean avenue, \$4,000; C. R. S. Dinnick, 2 storey brick addition to dwelling, Dupont street, \$3,000; T. Frost, pair 2-storey galvanized iron stores, corner Queen and Greenwood avenue, \$2,000; C. C. Cummings, 2 storey brick dwelling, corner Hawthorne and Dale avenues, \$20,000; T. G. Crown, pair 2 storey brick stores, Yonge street, \$5,000; J. J. Walsh, pair 2½ storey semi-detached brick dwellings, King street west, \$7,000; T. J. Elwood, 3 pairs 2 storey rough-cast dwellings, Jones avenue, \$75,000; T. J. O'Lane, 2½ storey brick dwelling, Castle Frank Crescent, \$4,000; Great North West Telegraph Company, alterations to office, Wellington street east, \$2,400; Byron Fraser, 2 storey brick veneer and rough-cast dwelling, Gerrard street, \$2,800; G. Wheeler, 2 storey and attic brick dwelling, Delaware avenue, \$3,500; Wilson Reynolds, 2 storey brick store and dwelling,

Gerrard street, \$3,000; Geo. Budhall, pair 2 storey semi-detached brick dwellings, Garden avenue, \$3,600; H. F. Sellers, pair 2 storey and attic semi-detached brick dwellings, Dovercourt road, \$6,000; R. N. Taylor, 2 storey and attic brick dwelling, Bassett avenue, \$3,200; L. C. Sheppard, brick store and dwelling, corner Bloor street and Perth avenue, \$3,500; Geo. F. Skipper, 2 storey brick dwelling, Shudell avenue, \$2,200.

Victoria, B.C.

Hooper & Watkins, architects, have just taken tenders for a Chinese Girl's Mission Home to cost \$15,000.

Cuthbertson & Joseph are planning the establishment of a large shingle mill this summer and it is reported that the site has already been purchased. \$10,000 will be expended on building and machinery. The mill is to be large enough to provide for a capacity of 100,000 shingles per day. The frame of the mill will cover one hundred feet by thirty-four feet and will provide for four upright machines.

W. W. Northcott, Purchasing Agent, wants tenders up to June 1st for about 750 drums of coal tar creosote according to specifications.

Bylaws will be submitted to the ratepayers on April 16th as follows: to raise \$70,000 for a high pressure salt water system for fire protection, to raise \$20,000 for an additional fire-halls and apparatus, and to borrow \$50,000 for extensions of sewers.

Alderman W. J. Mable will erect carriage works on Johnson street at a cost of \$12,000.

The streets, bridges and sewers committee are taking tenders for the supply of 1,000,000 blocks for street paving purposes.

Tenders are invited by F. Gourdeau, Deputy Minister, Marine and Fisheries, Ottawa, up to May 1st for construction of twin screw steel cruiser. Plans and specifications may be seen at the Department, this city.

Vancouver, B.C.

The Anti-Tuberculosis Society will likely establish a sanitarium for advanced cases either on Vancouver Island or in the Fraser valley, near Yale. Dr. Fagan, the medical health officer, is negotiating for a site.

The Carnegie library board are considering the advisability of establishing a branch in the west end of the city. A. E. Goodman and H. Pearson have been appointed to select a site.

C. S. Douglas & Company, real estate agents, report the sale of property on Pender street to an American capitalist who will erect a three storey brick block for stores and apartments.

It is reported that the Imperial Trust Company will commence construction on a 12 storey steel office building, estimated cost, \$400,000. J. W. Weart is managing director.

It is stated that plans are under way for a modern 6-storey apartment house of steel frame construction, to be erected on Broughton street.

H. B. Walton, architect, has just taken tenders for a 4 storey brick business block on Hastings street, to be erected for Mr. Wallace Haywood.

Recent building permits include: L. G. Munn, frame stores and apartment house, Westminster avenue, \$15,000; Dr. D. H. Wilson, frame dwelling, Alder street, \$3,200; J. T. Blythe, frame dwelling, Eighth avenue, \$2,500; B. C. Permanent Loan & Savings Company, Pender street, \$20,000; Frank G. Lewis, concrete and brick, Westminster avenue, \$1,800; John Kempt, frame apartment, corner Park and Parker street, \$3,500; M. Gormley, frame dwelling, Homer street, \$2,500; George Gavin, frame dwelling, Beach avenue, \$4,000; J. J. Dissette, store and apartment building, Georgia street, \$35,000; Dr. J. W. McIntosh, frame dwelling, Park drive, \$4,000; R. J. Scott, steel frame apartment building, Georgia street, \$60,000; F. R. Byrne, brick veneer apartment house, Richards street, \$15,000; H. G. Moore, brick store and offices, Park drive, \$14,000; T. W. Dinsmore, frame dwelling, Eighth avenue, \$1,600; Mrs. E. Coil, frame dwelling, Homer street, \$2,000; H. T. Harris, frame dwelling, York street, \$2,000; Mrs. C. Ellis, frame store and dwelling house, Cordova street east, \$7,000.

Welland, Ont.

The Public School Board have selected a site for the erection of a new school for the west side.

Councillor Rose is asking council for certain concessions for a company who propose to erect 60 dwellings in this town at a cost of \$65,000.

The Bemis Bag Company will not build until next spring, when the construction of a \$150,000 plant will be undertaken.

Walkerville, Ont.

Tenders will shortly be let for rebuilding the local branch of the Dominion Bank; estimated cost \$30,000.

West Toronto, Ont.

Tenders are to be called for the supply of a new steam roller.

Andrew Carnegie has offered \$20,000 for the erection of a library and the matter will be referred to the council. A. B. Rice is chairman of the Public Library board.

Plans are being prepared with a view to laying a sewer from High Park avenue to Dundas street.

Westfield, N.S.

It is stated that the Fundy Park Amusement Company, recently organized at St. John, will build an amusement resort at this place, establishing connection with St. John by the construction of an electric car line. Work will probably be commenced in June. Charles Diggs is secretary of the company.

Winnipeg, Man.

Plans have been prepared for R. Farmer, of Hamilton, for a three-storey business and apartment block to be erected on Portage avenue just west of the Steele block.

M. Peterson, Secretary, Board of Control, wants tenders up to April 20th for miscellaneous hardware supplies, black iron pipe fittings, galvanized and rubber goods, required for 1908. Specifications at office of storekeeper, corner of Ross avenue and Tecumseh street.

Frank Lee, Divisional Engineer, C. P. R., is taking tenders this week for trenching and laying of pipe sewer in this city.

The Board of Control have instructed the City Engineer to furnish estimates of the amount of lumber required in civic works this summer with a view to calling for tenders immediately.

The Assiniboine Curling Club are thinking of putting up a new rink for next season. Plans have already been submitted by Geo. D. Northwood, architect. F. G. Belcher is secretary-treasurer.

The joint delegation from this city and St. Boniface, which recently went to Ottawa in regard to the projected bridge, received practical assurance that the Government would bear a reasonable portion of the cost of construction.

Hooper & Walker, architects, want tenders up to April 20th from all trades in the erection of a brick residence at Fort Rouge, for Mr. George Maxwell.

The congregation of the Young Methodist church are contemplating the extension of their building.

Woodstock, Ont.

The Board of Education are considering plans for the proposed new Delatre school building, which will be erected this summer at an estimated cost of \$20,000.

The York Construction Company, Limited, Blind River, Ont., have obtained a charter; also Canada Glass Mantles & Tiles, Limited, Toronto, Ont.

TENDERS AND FOR SALE DEPARTMENT

FOR SALE

CONTRACTOR'S GRADING OUTFIT

Large Contractor's outfit comprising 150 teams, mules and horses, with harness, camp equipment and complete grading outfit.

Mules and horses located at Fishing Lake, six miles south of Kuroki, on the Canadian Northern Railway. Grading outfit at Touchwood Hills.

Bids will be received for all or part.

H. A. CASSIL,
232 St. James Street, Montreal, Quebec.

16

City of Brandon

TENDERS FOR CEMENT

Sealed tenders, endorsed "Tenders for Cement," will be received by the undersigned until 12 o'clock noon on FRIDAY, APRIL 30TH, 1908, for the supply of 4,000 to 5,000 barrels of Portland Cement for the City of Brandon for the coming season.

Specification and form of tender may be obtained on application to W. H. Shillinglaw, City Engineer, Brandon.

The lowest or any tender not necessarily accepted.

HARRY BROWN,
City Clerk.

Brandon, April 8th, 1908.

City of Brantford

Waterworks Extension

Sealed tenders, addressed to F. W. Frank, Secretary of the Board of Water Commissioners, Brantford, will be received till 12 o'clock noon on FRIDAY, APRIL 24TH, 1908 for the following:

(a) The construction of a Storage Reservoir.

(b) The furnishing and laying of about 850 feet of 24 inch Cast Iron Suction Pipe.

(c) The furnishing and laying of about 1,150 ft. of 15 inch, 18 inch and 24 inch Sewer Conduit Pipe.

Plans and specifications may be seen at the office of the City Engineer, Brantford, from whom Instructions to Bidders and forms of tender may be obtained.

The lowest or any tender not necessarily accepted.

T. HARRY JONES,
City Engineer.

City Hall, Brantford, April 1st, 1908.

NOTICE

Drainage Contract

Sealed tenders will be received by the undersigned up to 12 o'clock noon of MONDAY THE FIRST DAY OF JUNE, A.D. 1908, for the construction of the Grantley Creek Drain in the northwest part of the Township of Osnabruk and northeast part of the Township of Williamsburg (about six miles from Chesterville, on C.P.R.) Engineer's estimate of total work, \$14,106.77. Parties tendering will please state whether dredge or team work is intended. An accepted cheque for one-tenth the amount of tender will be required as a deposit.

Tenders for culverts in the Township of Osnabruk will be accepted at the same time and subject to the same conditions, but need not necessarily accompany tender for excavation. Plan, profile, etc., can be seen with the undersigned or with Magwood & Walker, Engineers in charge Cornwall, Ont. (The Township of Williamsburg build all culverts in the said township by arrangement.)

The lowest or any tender not necessarily accepted.

H. E. HODGINS, Clerk.
Osnabruk Centre, Ont.

20

NIAGARA FALLS, CANADA

WATERWORKS EXTENSION

Sealed tenders, addressed to the Secretary, Niagara Falls Water Commission, will be received until APRIL 29, 1908, for the supply of about 1,500 feet of 10-inch and 12-inch cast iron pipe, 3,100 feet of 8 inch cast iron pipe and specials.

Bidders will state time of delivery.

No tenders necessarily accepted.

JOHN H. JACKSON,
Engineer.

Niagara Falls, Canada, April 11, 1908.

17

NOTICE

Sealed bids will be received at the office of the City Clerk of Vancouver, B.C., for the manufacture and erection of the Superstructures of the new Bridges over False Creek at Westminster avenue and Granville street. Estimated weight of structural steel, about 25,800 tons.

Plans and specifications will be on file at the City Engineer's office, Vancouver, on and after SATURDAY, MARCH 14. Copies of all the papers may be secured from Waddell and Harrington, Consulting Engineers, Kansas City, Mo., upon the receipt of a deposit of twenty-five dollars, which will be refunded upon return of the plans and other papers in good order.

NOTICE

The date for receiving bids at the office of the City Clerk of Vancouver, B.C., for the manufacture any erection of the superstructures of new bridges over False Creek, at Westminster avenue and Granville street has been extended to noon of FRIDAY, MAY 1ST, 1908.

18

CITY OF BRANTFORD

Tenders for Sewer Pipe and Paving Brick

Sealed tenders addressed to Samuel Suddaby, Chairman of the Board of Works, in care of the City Clerk, Brantford, Ont., will be received up to 12 O'CLOCK NOON ON THURSDAY, APRIL 23RD, 1908, for the supply of Sewer Pipe and Paving Brick required by the City of Brantford for 1908. Instructions to bidders and forms of tender may be obtained on application to the City Engineer. Each tender must be accompanied by a marked cheque payable to the order of the City Engineer for the amount called for in form of tender.

The lowest or any tender not necessarily accepted.

T. HARRY JONES,
City Engineer.

City Hall, Brantford, Ont., March 31st, 1908.

16

TENDERS FOR CAST IRON PIPE AND SPECIALS

Sealed tenders will be received by the City Clerk of the City of Prince Albert until 2 P.M. ON THURSDAY, APRIL 16TH 1908 for the following:

3756 feet 8" Cast Iron Pipe.
6444 " 6" " " "
8000 lbs. Special Castings.
4"-8" Valves.
2"-6" Valves.
17 Hydrants.
16 Valve Boxes.

Specifications, conditions and form of tender may be obtained at the Office of the City Engineer, or at the Office of the City Clerk, City Hall, Prince Albert.

No tender necessarily accepted.

R. S. COOK, Mayor. F. A. CREIGHTON, City Engineer.
C. O. DAVIDSON, City Clerk.

16

WANTED

Competent city salesman, salary and commission, to call on Contractors and Builders, Cement Products. Address "Concrete" care CANADIAN CONTRACT RECORD.

WANTED

A Municipal Engineer for the Town of Campbellton, N.B. Must be capable of taking full control of water and sewerage systems. Position at once. Apply, stating references, to J. F. Andrew, Chairman Committee, Campbellton, N.B.

16

TENDERS

for the various trades wanted for the erection of a Methodist church at North Parkdale and Westmoreland avenue. Tenders close noon 22ND and 23TH respectively.

Plans and specifications may be seen at the office of the architects.

G. M. MILLER & CO.
59 Yonge Street, Toronto.

TENDERS FOR

PORTLAND CEMENT

Sealed tenders, addressed "S. R. Armstrong, City Clerk, Peterborough, Ont.," and endorsed "Tenders for Cement," will be received up to APRIL 24TH, 1908, for supplying 4,000 to 4,500 barrels more or less of Portland Cement.

Tenders will state whether cement is packed in sacks or barrels, net weight per sack or barrel and price f.o.b., Peterborough. Sample tests will be made from consignments before acceptance. Delivery to commence not later than May 1st, 1908. A marked cheque for an amount equal to 5 per cent. of total contract must accompany each tender. Specifications furnished on application. The lowest or any tender not necessarily accepted.

S. R. ARMSTRONG,
City Clerk.

16



Temiskaming and Northern Ontario Railway Commission

Sealed tenders, addressed to the undersigned, will be received up to Twelve o'clock noon, Thursday, May 7th, for the following works. Tenders to be marked on envelope.

Frame Stations—Moose Lake and Dane.
Frame Freight Shed—Halleybury.
Waiting Room—Thornloe.
Two Water Tanks.
Five Sections Houses.
Brick Office and Stores—Englehart.
Painting Stations—North Bay to New Liskeard.
Ice House—Englehart.
One Forty ft. Concrete Arch—M.P. 184.
Two Ten ft. " Culverts—M.P. 210-212.
One Ten ft. " " —M.P. 218.
One Five ft. " " —M.P. 64 1/2.
Three Abutments at Englehart & Krugerfordi.

Plans may be seen and specifications and forms of tender obtained, at the offices of the Commission, 25 Toronto street, Toronto, or at office of Chief Engineer, North Bay.

An accepted or chartered bank cheque equal to 10 per cent. of amount tendered must accompany each tender.

The lowest or any tender not necessarily accepted.

A. J. MCGEE,
Secretary-Treasurer.

18

To Sewer Pipe Manufacturers

Sealed tenders, addressed to the undersigned, will be received up to noon, MONDAY, APRIL THE 20TH NEXT, for the supply of 21,000 lineal feet of 24-inch Sewer Pipe. Specifications may be obtained from Davis & Johnston, Engineers, Berlin, Ontario.

J. J. HACKNEY,
16 Manager Guelph Water Works.

Tenders

Concrete Walks

Sealed Tenders endorsed on the envelope "Tenders for Concrete Walks," and addressed to Thos. H. Dunn, Civil Engineer, Winchester, Ont., will be received up till 8 o'clock p.m. of FRIDAY, MAY 15TH, 1908, for the construction of 43,000 square feet of Concrete Sidewalks.

Plans and specifications may be seen at the office of the undersigned Engineer.

The lowest or any tender not necessarily accepted. A marked cheque for the sum of \$300.00 payable to the Treasurer of the Village of Winchester, must accompany each tender.

J. F. CASS, THOS. H. DUNN,
Reeve, Engineer.
Winchester, April, 13th, 1908. 17

Sealed Tenders

addressed to the undersigned will be received until noon on FRIDAY, THE 24TH INST., for building the following bridges:

- A concrete arch bridge 116 foot span over Kettle Creek in the City of St. Thomas known as the Lynhurst Bridge.
- A concrete arch span 75 feet in the clear to be built over Catfish Creek at the village of Orwell.
- A concrete beam span, 40 feet, to be built over Catfish Creek in the Township of Yarmouth at Mapleton.

Plans and specifications can be seen and blank forms of tender obtained at the office of the undersigned. A deposit must be made with each tender as provided for in the specifications. The committee do not bind themselves to accept the lowest nor any tender.

JAMES A. BELL,
City and County Engineer.

CONTRACTS AWARDED.

Campbellton, N.B.

Reid & Archibald have secured the contract for the Pine Tree bridge over the Renous river.

Halifax, N.S.

The M. E. Keefe Construction Company, of this city, have been awarded the contract for the erection of the new technical school building, also for the alteration to Halifax post office.

Hamilton, Ont.

The Board of Education have awarded the following tenders for work on the Sophia Street School extensions; masonry and brick work, Hancock Brothers, \$12,447; carpentry, W. J. Reid, \$6,790; pointing, Wm. Barrett, \$1,175; plumbing, Adam Clark, \$4,200; roofing, Thomas Irwin and Son, \$1,893. The total cost will be \$38,545.

Kenora, Ont.

Grant & MacDonald, of this place are stated to have received several

bridge contracts on the G.T.P. from Foley, Walsh & Stewart.

Montreal, Que.

The Montreal Southern Counties Railway Company have awarded a contract for the steel work on Black's bridge to the Dominion Bridge Company, Limited, of Hamilton. For the marine cables across the Lachine canal, the United States Steel Corporation were the successful tenderers.

Quebec, Que.

R. H. Gale, of the Slade Electric Company, this city, has obtained from the C.P.R. the contract for the electric light wiring, fixtures and telephones required in the Mount Carmel wing of the Chateau Frontenac.

Plattsville, Ont.

W. Hallman, contractor, this town, has been awarded the contract of erecting a brick school house at Perry's Corners, at \$2,500.

Regina, Sask.

The Parsons Construction & Engineering Company, of this city, have obtained the contract for the construction of the Albert street bridge and dam at \$43,900.

Toronto, Ont.

Robert Waddell, of Trenton, Ont., has been awarded the contract for the construction of the new western entrance to Toronto harbor at \$495,000.

The Board of Control have awarded the following contracts for asphalt pavements: Seaton street, Queen to Carlton, Godson Contracting Company, \$12,830; Bolton avenue, Queen to Gerrard, Warren Bituminous Company, \$9,874; Napier street, Munro to west end, Construction & Paving Company, \$1,300; Huxley street, Tyndall to Jameson avenue, Godson Company, \$7,736.

For bitulithic pavements the following contracts have been awarded: Murray street, Caer Howell to Orde, Warren Bituminous Company, \$4,405; Poplar Plains road, Macpherson avenue to Edmund street, City Engineer, \$11,208; Humboldt street, Poplar Plains road to Warren road, Warren Bituminous Company, \$3,888.

Vancouver, B.C.

Ironsides, Rennie & Campbell, this city, have secured the contract for the Johnson Company's new wharf.

Victoria, B.C.

The Pacific Building & Contracting Company have been awarded the contract for the erection of a two-storey dwelling on Pandora avenue for A. W. Elliott. The same firm are the contractors for a large residence for R. J. Jamieson on North Hampshire road at Oak Bay.

Winnipeg, Man.

Darling & Pearson, architects, have awarded the contract for the Bank of Scotia's new building, to be erected corner of Portage avenue and Garry street, to Thomas Kelly & Sons, of this city. The total estimated cost is \$250,000.

The contract for the new hotel at Winnipeg Beach has been awarded to the Carter-Halls-Aldingar Company at about \$30,000.

Thomas Atchison has obtained the contract from the Board of Control to supply 800 cords of jack pine at \$4.23 per cord.

Fires.

Buildings of C. Allard and Joseph Lecour, Montreal Que.; building loss \$6,000.

Iroquois Hotel, Port Burwell, Ont., property of H. W. Hay; loss \$6,000.

Basket factory of W. T. Glover, Burlington, Ont.; loss \$7,500.

Oatmeal mill of John Haynes, Bridgen, Ont.; loss \$9,000.

Business Notes.

A. Henuset & Company, contractors, Montreal, Que., have dissolved partnership.

A new lumber firm has been registered at Kelly's Mills, Que., under the style of P. Kelly & Company.

J. A. Guenette & Company, builders, Montreal, Que., also Charles St. Pierre & Company, builders and contractors, same city, have registered.

The plumbing and hardware firm of Thorn & Hunt, Toronto, Ont., has been dissolved, Thorn continuing the plumbing and Hunt the hardware end of the business.

R. A. Rogers & Company, Toronto, Ont., concrete contractors, have dissolved partnership and the business will henceforth be carried on under the same style by R. A. Rogers.

At Vancouver, the total value of building permits issued the first five days of the present month exceeded the sum total for the whole of last April by more than \$5,000.

A Brandon dispatch states that work for the \$50,000 depot for the Canadian Northern railway will be commenced early next month. Tenders are being called for the purpose of moving the the frame buildings now upon the site to be occupied by the company. It is the intention to commence work upon the foundation just as soon as this site is cleared. As we have already notified, tenders for the building close on May 1st.

G.T.R. Holds Key to Ashbridge's Bay.

The Riverdale Business Men's Association of Toronto is up in arms against the Grand Trunk being given the sole right to run a spur line to Ashbridge's Bay. City Engineer Rust says that the Grand Trunk holds the key to the situation, and there is no practicable way for any other road to get in. The offer made by the city had been accepted by Superintendent Brownlee, but when sent on to General Manager Hays the latter vetoed the scheme. The only way that the C. P. R. could enter the marsh was by coming down the east bank of the Don, and the city had refused that until the grades were raised. The association has passed a resolution requesting the Mayor to go to Montreal to see Mr. Fitzhugh, and they will also send a delegate themselves.

The Winnipeg Board of Control has passed a resolution to increase the wages of bricklayers and masons employed by the city from fifty-five cents to sixty cents an hour. This action is the result of representations made by the union to the board.

Railway Construction Shops Slacken.

About 300 hands have been laid off in the car construction department of the Canadian Pacific Railway at the Angus shops. The company had been running this department at considerable pressure throughout the winter, both in the building of new cars and in the repair of old ones. The rush, however, is now over.

Enquiries at the Grand Trunk workshops at Point St. Charles showed that the establishments at the point are working on reduced time; not more than three or four days a week in some departments. The output in the construction shops is governed by the earnings, each establishment getting its allotted percentage of what is earned. When the earnings are low, as the traffic returns show them to be now, the shops are put on short time, and the hands that can be spared are laid off.

Toronto will be eight hours nearer Winnipeg after June 15. The C. P. R.'s new line from Toronto to Sudbury will make the saving in time. The westbound run will take 36 hours and the eastbound 37 hours. The trip will cover two nights and a day.

Paris to Spend \$100,000,000 on Beauty.

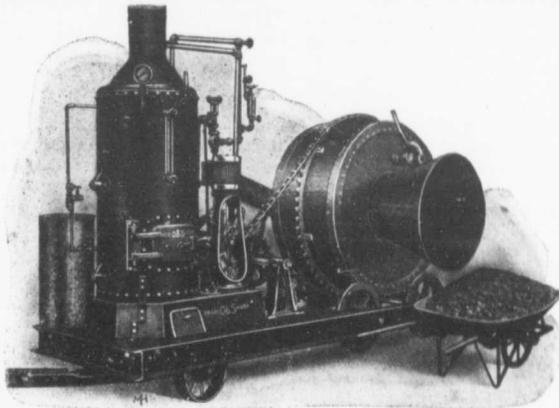
Paris, France, is famed for its wide-awake policy in regard to civic improvement. It was one of the first cities of modern days to commence a definite plan for beautifying its streets and parks. To-day it is one of the fairest cities in the world. But its citizens are not content to rest on the achievements of the past. It is now proposed to spend \$100,000,000 on public works of all kinds in the city.

M. De Selves, the prefect of the Department of the Seine, in a memorandum submitted to the municipal council, declares that he considers the spending of at least this sum necessary for the thorough improvement of the hygienic and sanitary condition of parks.

It is proposed to spread the outlay over the construction of municipal buildings, improvements in public parks, promenades, open spaces and streets, and, finally, on methods for the prevention of tuberculosis, which is so prevalent owing to the impure air conditions of the crowded city.

Bastien & Valiquette, contractors, Montreal, Que., have dissolved partnership.

McKELVEY CONCRETE MIXERS



Combined with Gasoline,
Steam or Electric Power.

Batch Mixers, Continuous
and Hand Power Mixers.

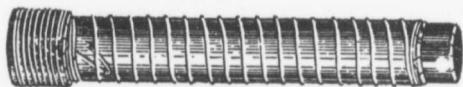
Concrete Buckets,
Contractors' Buckets.

We carry a full line of Railway and Contractors' Supplies

The Canadian Fairbanks Co., Limited

Montreal, Toronto, St. John, Winnipeg, Calgary, Vancouver.

WRITE FOR CATALOGUE
FULL PARTICULARS AND ESTIMATES FURNISHED

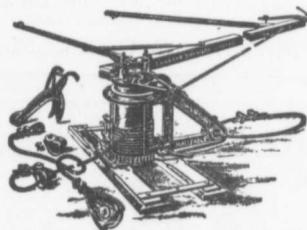


Machine Banded Wood Stave WATER PIPE

For city and town Water Systems, Fire
Protection, Power Plants, Hydraulic
Mining, Irrigation, Etc.

One-half the cost of Iron Pipe—and better.

PACIFIC COAST PIPE CO., LIMITED
P.O. BOX 563 VANCOUVER, B.C.



Stump Pullers, Tree Pullers, House Movers, Etc.

Contractors will find it very much to their interest to investigate the celebrated Swenson Malleable Stump Machines which are sold on a guarantee that they will work faster, be easier, and more convenient than any other machine on the market. These are made in 5 different sizes so that it does not matter whether your contract is through the heavy fir in B.C., the big pines in Ontario or the small bush, we have machines adapted for the purpose.

FOR FULL PARTICULARS ASK FOR THE NEW CATALOGUE

Address:

CANADIAN SWENSONS, Limited
Lindsay, Ont., Can.

BRICK

Wherever **MIMICO RED PRESSED BRICK** has been introduced during the past two years it is a frequent and continuous visitor.

Makers of inferior pressed brick have tried to stem the tide in favor of it by offering their brick at lower prices, but their efforts were futile.

The reason is not hard to find—we have given universal satisfaction by furnishing brick of a strength greater than that made in any yard within 70 miles of Toronto, the tests made by the University of Toronto Faculty of Applied Science and Engineering showing as much as 35 per cent. greater strength than the brick from the three other most prominent yards.

We are pleased with this demonstration, and we think any one else would be.

But strength is not the only desirable element in brick.

There are finish and color to be considered.

As to finish, **MIMICO RED PRESSED BRICK** is perfect in form and there is no glossy skin on to reflect the sunlight and produce the effect of painted brick. Mimico brick absorbs the light.

Then, as to color.

Without exception, every person we know who has seen **MIMICO RED PRESSED BRICK** has declared it fine, and most have said "You have them all beaten for color."

When you see it you'll say so too.

But we have something new that will interest all with artistic taste and a dislike of monotony.

"**PANNEL FLASHED**" brick is positively in a class by itself—to see it will convince you of this.

Architects and contractors who have not seen our brick and are desirous of pleasing clients wishing for something "out of the rut" should send for samples.

We make Drain Tile in sizes from 2½ to 8 inches—the strongest made in Ontario—yet very absorbent.

Shipment can be made at once—and we ship when we say.

If you have not dealt with us you've missed something good.

CALL, WRITE OR PHONE.

THE TORONTO FIRE BRICK COMPANY

Office: 134 Confederation Life Building,

TORONTO
Phone, MAIN 6671.

Works: MIMICO (near station) Phone, Park 2856

A Good Summer for Edmonton.

Reports from Edmonton indicate an amicable summer as far as the relations of the builders and contractors with their workmen are concerned. The majority of the agreements between the builders' exchange and the trades and labor unions of the

city call for renewal, some on April 1st. and the remainder on May 1st. Negotiations have been in progress between representatives of the builders and workmen for some time and it is expected that the agreements with the various unions will be renewed without any change being made. The price of both native and imported

lumber has been lowered since the beginning of the new year by the lumber dealers of Edmonton. Roughly speaking this reduction amounts to \$2 per thousand for spruce and about \$1 on one or two other lines of imported lumber. This is a reduction on the price prevailing since June 1st of last year.

The LAURENTIAN GRANITE CO., Limited
 MANUFACTURERS OF
Building Granite, Granite Setts,
 Curbing, Etc.
 SAMPLES FURNISHED AND PRICES QUOTED ON APPLICATION
 Rose and Pink Granite Quarries at STAYNERVILLE, P. Que., Co. Argenteuil,
 on C. P. R.
 Bell Tel. M. 4354 - Rooms 27-28, 55 St. Francois-Xavier St., MONTREAL

THE GREY AND BRUCE PORTLAND CEMENT COMPANY
 of Shallow Lake, Limited
 MANUFACTURERS OF "HERCULES" BRAND OF PORTLAND CEMENT
 Very finely ground. Unsurpassed for Sidewalks, Floors and all work requiring the highest grade of Portland Cement. For prices address
 A. D. CREASOR, Sec.-Treas. Head Office: On a Sound, Ont.

Josson Cement
 Is the Highest Grade Artificial Portland Cement and the Best for High-Class Work. Has been used largely for Government and Municipal Works.
 TO BE HAD FROM ALL CANADIAN DEALERS OR FROM
C. I. DeSOLA, 180 St. James Street, Montreal

Drilling Contractors



WATER, SALT, OIL
 AND GAS WELLS

of any depth from 100 to 3,000 feet. Contracts taken in any part of Canada. Excellent references. Estimates. Geological Reports. Expert Drillers and complete Drilling Rigs furnished.

James Peat & Sons

Established 1865

Petrolia - Ontario

Portland Cement

High-Grade German Brands for Granolithic and Artificial Stone Sidewalks, SEWER PIPES, CULVERT PIPES, ETC. Best English Cements. Best Belgian Cement.

Wm. McNally & Co. - Montreal



THE CANADIAN STANDARD

STAR

THE CANADIAN PORTLAND CEMENT CO., LIMITED

502 TEMPLE BUILDING
 TORONTO

203 BOARD OF TRADE BUILDING
 MONTREAL

THE STANTON IRON WORKS COMPANY

Near NOTTINGHAM ENG. Largest Makers of Cast Iron Pipe in the World LIMITED

Annual Output
 100,000 Tons



CAST IRON PIPE

SIZES: 1½ in. to 72
 in. diameter, 9 ft. and
 12 ft. lengths.

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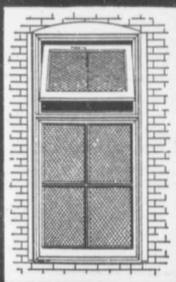
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New Buildings for Toronto.

With the exception of two \$20,000 residences, all the buildings for which permits were taken out last week at the office of the Toronto City Architect were for the cheaper class of houses, with an occasional one of a rather higher grade. There appears to be every indication of activity in this class of building. Mr. E. D. Gooderham, of 83 Prince Arthur avenue, will erect a \$20,000 residence at 23 North Sherbourne street. Sproat & Rolph are the architects, and Wm. Hughes is the contractor. Mr. C. C. Cummings will erect a \$20,000 house at the corner of Hawthorne and Dale avenues.

A large new warehouse for the storage of merchandise is to be erected on the north side of Esplanade street, just east of Scott street, for Everist & Radcliffe. The plans and specifications have been prepared by Messrs. Denison & Stephenson, and tenders will be invited this week. The building, which will be four storeys in height, will be of brick and stone, and will be of extra substantial slow-burning mill construction. It will be 65 feet on the Esplanade frontage, running back 157 feet; the foundation will be of concrete, on piles. The building will be equipped with two freight elevators, and a sprinkler system. The cost is expected to be in the neighborhood of \$35,000.

Groynes for Toronto Island.

Mr. J. G. Sing, resident Government engineer at Toronto, has been authorized by the Minister of Public Works to proceed at once to reinforce the temporary work done to protect the Island shore three years ago. The work extends from the end of the present breakwater about 1,500 feet westerly, and Mr. Sing will begin just as soon as he can assemble the material and the men. The contracts for new concrete groynes for this section of the shore will be let shortly after the 24th inst., when tenders for the work close. It is estimated that the groynes will cost in the neighborhood of \$50,000. They will be substituted for the breakwater it was proposed to extend out into the lake. Recent heavy gales on the lake have caused extensive damage along the Island shore and at Humber Bay and Kew Beach.

The Home Bank of Canada has purchased for about \$22,000 the northeast corner of Queen and Ontario streets, and operations have already begun for the erection of a new branch of the bank.



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Mixtures.

A number of inquiries have been received from those who want to use cement, about various mixtures and their uses. The formulae of Frank H. Crane, of the University of Illinois, are given by the "Cement World" as follows:

As a test of sand rub it in the hand and if there is much dirt left on the hand discard that sand.

If when a large handful of the same is thrown into a pail of water it leaves the water muddy, discard it.

Dirty sand makes a weak concrete. Crushed rock is much better than screened gravel, because of the rougher edges.

Following are the four recognized mixtures for concrete:

Rich Mixture.—One part Portland cement, two parts of clean, coarse sand, four parts of crushed rock. This is used for floors, fence posts and the like.

Medium Mixture — One-half, one and two-fifths parts respectively of cement, sand and crushed rock. This mixture is used for the walks and thin walls.

Ordinary Mixture—1-3-6 for heavy walls, piers, abutments, etc.

Lean Mixture—1-4-8 for footings and in places where volume and not great strength is needed.

When gravel is used the proportions are one part of cement and from six to nine parts of gravel, according to the amount of sand in the gravel.

To make one cubic yard of concrete, the following respective amounts of cement are required: Rich mixture, one and one-half barrels; medium mixture, one and one-fourth barrels; ordinary mixture, one and one-eighth barrels; lean mixture, seven-eighths of a barrel.

In construction work such as floors, barns, fence posts and bridges, reinforcements of iron are absolutely necessary. The beginner will need the supervision of an expert in using reinforcements.

Measure exact amounts for each part. Mix thoroughly and not too long before applying the water. Cement will set in twenty or thirty minutes, and if disturbed after that loses its strength.

Spread the sand and cement on a mixing board and mix thoroughly, adding enough water when mixed to bring the mixture to the consistency of mortar.

Add the proper quantity of crushed rock and mix all together, after which it is ready for use. In this manner the sand grains are all covered with the finer particles of cement

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(Continued on page 32)



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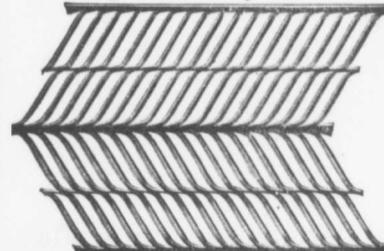
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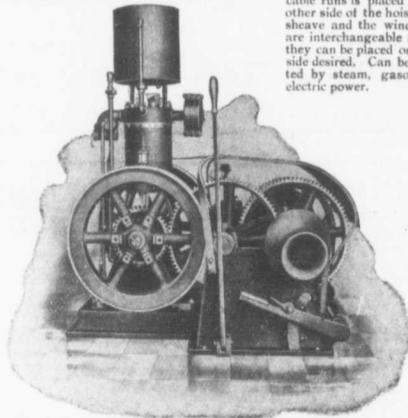
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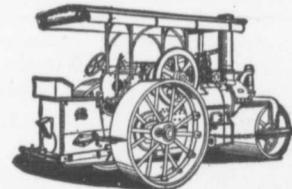
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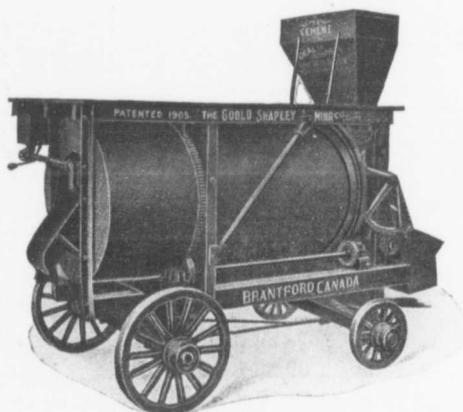
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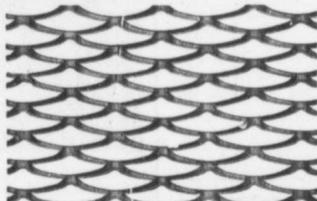
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Mixtures.

(Continued from page 28)

and the crushed rock when added has all the voids filled with temperature mixture. This undoubtedly gives the greatest strength for materials used.

A very common method, however, is to mix all three parts at once while yet dry and then to mix with water until the mixture will pack well and handle with a shovel.

Get the form walls rigid and do not use lumber that is too dry, as it takes up moisture and changes its shape so as to injure the concrete in setting.

Do not allow concrete work to dry out fast, as cracks will appear. It should be protected from the sun for three or five days and sprinkled with water to insure even setting throughout the concrete.

In two weeks concrete gains strength sufficient for ordinary use, but sixty days should elapse before it is given a full load.

Grand Trunk Receipts Increased.

The half-yearly report of the Grand Trunk Railway has been issued and shows an increase in gross receipts, working expenses and net profits. The figures for the past half-year and the corresponding period last year are as follows:

	1907-8	1906-7
Gross receipts	£3,763,246	£3,584,846
Working exp's's	2,170,933	2,561,496
Net receipts	1,053,312	1,023,350

The amount available for dividends is £541,815.

The board states that in view of decreasing traffic in consequence of a bad harvest and the severe financial crisis, stringent measures are being taken to restrict expenses consistently with the interests of the company. The whole of the funds required under the Grand Trunk guarantee for the prairie and mountain section of the Grand Trunk Pacific have been raised excepting £700,000, which sum is not wanted now.

Building activity is increasing in St. Thomas, Ont. The builders have all along maintained that enquiries regarding buildings were unusually numerous. The building so far in sight this year is said to exceed anything at the same time of the season for fifteen years past.

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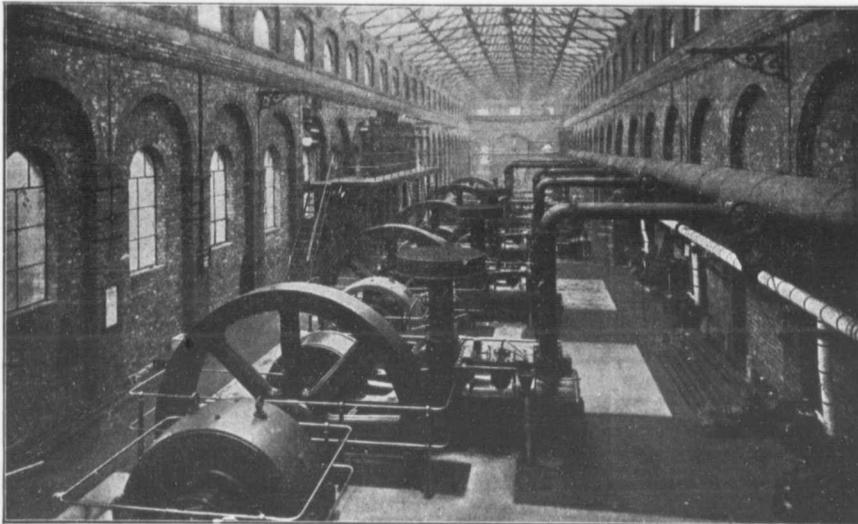
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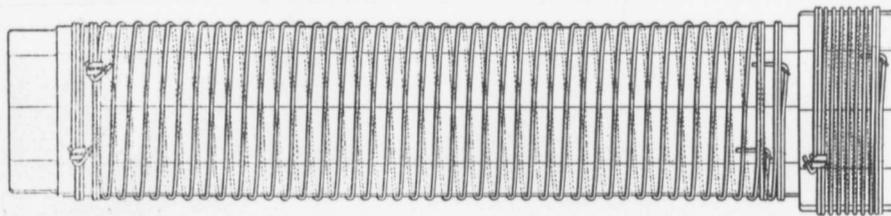
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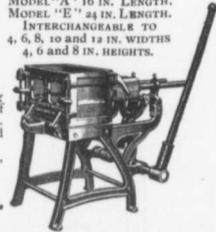
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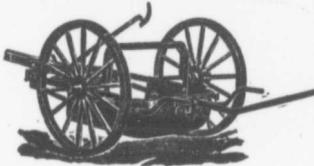


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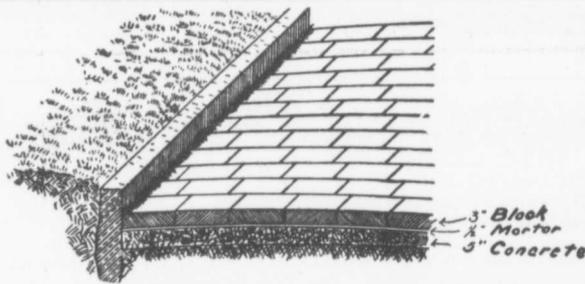
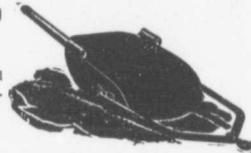


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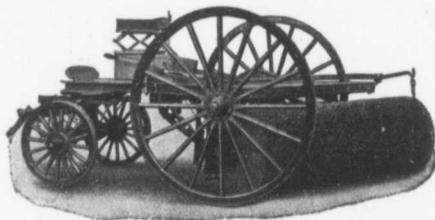
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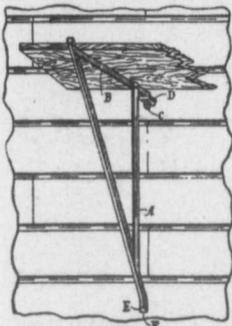
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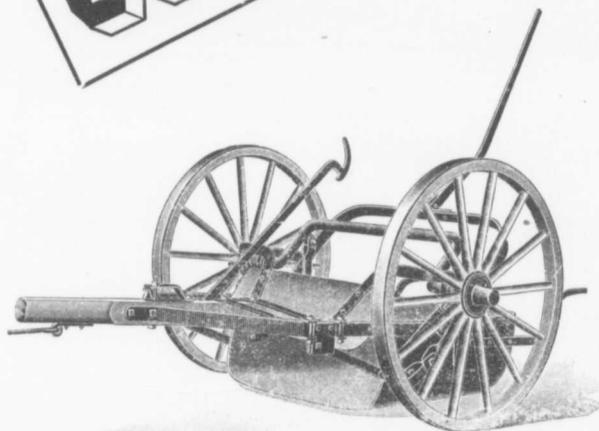
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