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55 Canadian Institute
46 Richmond St.

CANADIAN CONTRACT RECORD

A Weekly Journal of Advance Information and Public Works.

ITS PURPOSE: TO SUPPLY TO CONTRACTORS ADVANCE INFORMATION RESPECTING CONTRACTS OPEN TO TENDER, AND TO ARCHITECTS, ENGINEERS, MUNICIPAL AND OTHER CORPORATIONS, A DIRECT MEDIUM OF COMMUNICATION WITH CONTRACTORS.

ITS MERIT: ECONOMICAL AND EFFECTIVE SERVICE.

Vol. 1. ***Toronto and Montreal, Canada, September 27, 1890.*** ***No. 33***

THE CANADIAN CONTRACT RECORD,

A Weekly Journal of Advance Information and Public Works,

PUBLISHED EVERY SATURDAY

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

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Information from any part of the Dominion regarding contracts open to tender sent exclusively to this journal for publication, will be liberally paid for.

ADVERTISING RATES ON APPLICATION.

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

The publisher of the "Canadian Contract Record" desires to ensure the regular and prompt delivery of this journal to every subscriber, and requests that any cause of complaint in this particular be reported at once to the office of publication. Subscribers who may change their address should also give prompt notice of same, and in doing so, should give both old and new address.

TENDERS

will be received until OCTOBER 1ST for the various works required in the erection of a dwelling in Rosedale, Toronto. Plans and specifications may be seen at Bishopric's coal and wood office, 63 Lombard street The lowest nor any tender not necessarily accepted.

SEALED TENDERS addressed to the undersigned, and endorsed "Tender for the Masonry of York Bridge," will be received until Tuesday, the 7th day of October, inclusively, for the construction of the masonry of a bridge across Grand River, York village, County of Haldimand, Ontario, according to plans and specifications to be seen on application to Mr. N. H. Wickett, at York Village, Ontario, and at the Department of Public Works, Ottawa.

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

An accepted bank cheque, payable to the order of the Minister of Public Works, for the sum of $400 must accompany each tender This cheque will be forfeited if the party decline the contract, or fail to complete the work contracted for, and will be returned in case of non-acceptance of tender.

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

By order, A. GOBIEL.
Secretary.

Department of Public Works.
Ottawa, Sept. 23rd, 1890.

TENDERS

Will be received at the office of S. H. Townsend, architect, 53 King Street east, until

SATURDAY, OCTOBER 4TH, 1890,

for the several works required in the erection of four brick houses on Nassau Street, near Spadina Ave. The lowest or any tender will not necessarily be accepted. Contractors will be required to furnish satisfactory evidence of their ability, financial and otherwise, to properly execute the work.

S. H. TOWNSEND, Architect,
53 King Street East, Toronto.

TENDERS WANTED.

Sealed tenders will be received at the office of the undersigned up to 5 p.m.

MONDAY, OCT. 13TH, 1890.

For the furnishing of materials and labor required in the restoration and improving of

St. Paul's Cathedral, London, Ont.

Whole or separate tenders will be received for

Excavation and Drainage Work,
Rubble Stone Work,
Cut Stone Work,
Carpenter and Joiner Work,
Wrought and Cast Iron Work,
Painting and Glazing,
Plastering,
Plumbing, Steam Heating and Ventilating,
Roofing, &c.

Plans and specifications may be seen at the office of John M. Moore, Architect, Albion Buildings, London, Ont.

A deposit in the form of a marked cheque, payable to the Church Warden, for the sum of 5 per cent. of the value of the work tendered for to be deposited with each and every tender, otherwise it will not be entertained.

Lowest or any tender not necessarily accepted.

W. J. REID,
Church Warden.

NOTICE TO CONTRACTORS.

Tenders will be received by registered post, addressed to the City Engineer, Toronto, up till noon on Tuesday, October 7th, for the

CONSTRUCTION OF A SEWER

On the North-West branch of the Garrison Creek, extending from Ossington Avenue to Bloor Street.

Plans can be seen, and forms of tender obtained at the City Engineer's office, on and after the 30th day of September.

A deposit in the form of a marked cheque, payable to the order of the City Treasurer, for the sum of 5 per cent. on the value of the work tendered for under $1,000, and 2½ per cent. over that amount, must accompany each and every tender, otherwise it will not be entertained. All tenders must bear the bona fide signatures of the contractor and his sureties (see specifications), or they will be ruled out as informal.

The Committee do not bind themselves to accept the lowest or any tender.

JOHN SHAW,
Chairman Committee on Works.

Committee Room, Toronto, Sept. 16th, 1890.

TO CONTRACTORS.

Tenders will be received at our office until noon on SATURDAY, OCTOBER 4TH, for the several works required in the erection of TWO HOUSES in Bloor Street West. The lowest or any tender not necessarily accepted.

STRICKLAND & SYMONS, Architects,
18 Toronto Street.

TENDERS WANTED.

Sealed tenders will be received at the office of the undersigned, or by registered post, up to 5 p. m. on

MONDAY, OCTOBER 20TH, 1890,

for the doing of all the work and supplying

All the Material and Machinery for a Complete System of Water-Works,

including the erection of a Pump House with required machinery and appliances, in accordance with the plans and specifications of Willis Chipman, C. E. for the town of Gananoque.

Plans and specifications may be seen at the office of Willis Chipman, Esq., C.E., 103 Bay Street, Toronto, or at the office of Thos. Storey, Esq., Gananoque.

Form of tender can be had on application to the undersigned. Lowest or any tender not necessarily accepted.

S. McCAMMON,
Town Clerk.

Gananoque, Sept. 24th, 1890.

The form of a roof often has much to do with the draft of a chimney. The flat roof offers no resistance to the passage of air, but as the pitch is increased the current is more and more disturbed, until with a high pitched and many gabled roof it is broken into innumerable eddies, some of which are sure to curl down and force the smoke and gases in the flue into the rooms below. Chimneys on such roofs should be built higher than ordinarily.

HOW TO STAIN A SMOOTH FLOOR.—A smooth floor may be stained a rich dark brown by the use of one pound of asphaltum mixed with a half pound of beeswax, or a greater quantity of each in the same proportion. If the composition is judged too light, additional asphaltum may be cautiously added. This is applied with a sponge or brush. A thin coat of shellac is then laid over the whole, and the surface smoothed with sandpaper. A coat of common varnish will give a splendid finish.

CONTRACTS OPEN.

NANAIMO, B. C.—Mahrer's brewery will be extended and improved.

FORRESTER'S FALLS, ONT.—The Methodists have purchased a site for a new church.

ORILLIA, ONT.—Plans have been prepared by Mr. Wm. Dunn for a dwelling for the Rev. Geo. Grant.

CALGARY, N. W. T.—A by-law has been carried authorizing the construction of a system of sewerage.

RIDGETOWN, ONT.—The question of introducing the incandescent electric light is under consideration.

VICTORIA, B. C.—Thirty acres of land facing Royal Roads have been offered as a site for the proposed University.

HAMILTON, ONT.—The street railway authorities say they will be compelled to adopt electricity as the motive power.

SIMCOE, ONT.—Mayor Luscombe has purchased a site upon which he proposes to erect a handsome brick residence.

QUEBEC.—Owing to frequent breaks in the main water pipe in the upper town, the Council is being urged to lay a new main.

LONDON, ONT.—The City Engineer will receive tenders until the evening of Oct. 2nd for block paving Richmond St., from Fullerton to Ann Sts.

SPRINGHILL, N. S.—There is to be another public meeting of the ratepayers with reference to water-works. Considerable interest is being manifested in the subject.

CARLETON PLACE, ONT.—A site has been surveyed and plans prepared for a new post office, 45 x 48 feet, two stories. It is understood the Government in a few days will call for tenders for its erection.

W. TORONTO JUNCTION.—The Toronto Rolling Mill and Forge Co., and an American Motor Sewing Machine Company will probably erect factories here.—The Congregationalists will organize a church here.

ST. THOMAS, ONT.—The Grand Trunk authorities state that it has been definitely decided to build the line between Glencoe and Watford, it having been made imperative by the construction of the St. Clair tunnel.

PETERBORO' ONT.—Plans are being prepared at Syracuse, the headquarters of the Edison Electric Company, for the new works to be erected here. The contract for the work of construction will be let almost immediately.

PENETANGUISHENE, ONT.—The town clerk will receive tenders until October 1st for the construction of water works. Plans, etc., at the office of John Galt, 53 King St. East, Toronto. Mention the CONTRACT RECORD when tendering.

BARRIE, ONT.—Mr. James Cheeseman is about to build a double brick residence near the Agricultural Park.—A movement is on foot for the erection of a public hospital. A public meeting of citizens was held yesterday to consider the matter

CLINTON, ONT.—An offer has been received by the provisional directors of the Huron and Ontario Railway Co. from Toronto parties to take over the charter and construct the road from Hamilton to Goderich, via Listowel. The directors are disposed to accept the offer.

ST. CATHARINES, ONT.—It is the intention of the trustees of Separate Schools of the town of Thorold, to erect a 2-storey brick addition, at an estimated cost of about $2,500. Materials required: lumber, stone, brick, finishing, tin work, plastering, &c. Mr. W. B. Allan, architect, St. Catharines, is in charge of the work.

MONTREAL, QUE.—The Roads Committee has recommended the widening of Bleury St., Inspector St., Viger Square, and Cathedral St.—Messrs. Taylor & Gordon, architects, have been commissioned to superintend the repairing of the spire of Christ Church Cathedral.—The old Trappeur Club House on St. Elizabeth St. will be converted into a free school by the Hebrew Young Men's Society.—Messrs. H. R. Ives & Co. have had plans prepared for the rebuilding upon an enlarged scale of that portion of their hardware and stove works recently burned at Longueuil.—The Harbor Commissioners and the City Council propose to erect a new ramp at Hochelaga.

OTTAWA, ONT.—The Howland Electric Railway Syndicate invite tenders for the supply of materials and laying of rails. It is estimated that the construction and equipment of the first six miles of track will cost about $150,000.—The Government are having new plans prepared for the proposed monuments to be erected on Canadian battle fields in commemoration of the war of 1812. The necessary appropriation was made by Parliament last session. The first monument will be erected at Lundy's Lane, Niagara, to be followed by a memorial of Champlain in Montreal.—The Secretary of the Department of Public Works will receive tenders until Monday, Oct. 6th, for the several works required in the erection of a post office at St. Henri, Que., specifications to be seen at the Department, and at the office of A. Raza, architect, Montreal.

TORONTO, ONT.—A Committee of the Board of Management of the Boys Industrial School has recommended the expenditure of $2,000 for drainage purposes; new work rooms and laundry at a cost of $5 000, and alterations in the kitchen to the extent of $500; erection of two cottages.—The promoters of the proposed Industrial School for girls have appointed a deputation to ask the Ontario Government to donate 25 acres of land at Mimico as a site, and make a grant of $20,000 in aid of the institution.—Plans are being prepared for the new engine house to accommodate the new water engines which the water-works department propose to purchase.—Steps are being taken towards the erection of a steel bridge on Glen avenue, across the ravine, immediately south of Mount Pleasant Cemetery.—The Water-Works Committee will ask the Lieut.-Governor's authority to expend $180,000 in the construction of new mains.—The City Engineer recommends the construction of the following works: The extension of Wood street from the east side of Mutual street to Jarvis street; asphalt pavement on Palmerston avenue, at an estimated cost of $8,000, the work not to be done until next year; a cedar block pavement on Vermont avenue, at a cost of $4,290; the extension of Regina avenue as a 60-foot street, between Sumach street and River street, at a cost of $17,645; a six-foot Eureka sidewalk on the west side of Jordan street.—An agreement is said to have been reached by the G. T. R. and C. P. R. for the erection of a new Union depot.—The Collegiate Institute Board have recommended the purchase of 120 new desks.—The following building permits have been granted: H. T. LeFroy, 2-storey and attic bk. dwelling, corner Walmer Road and Castle Ave., cost $6,500; Rogers Bros., 3-storey and attic bk. dwelling, south side Wilton Ave., near Seaton St., cost $7,500; Public School Board, 3-storey bk. school, corner Church and Alexander Sts., cost $28,000; Thos. Rickeard, pair 2-storey and attic bk. dwellings, 306-8 Bathurst St., cost $4,000; Alex. H. Reed, pair 2-storey and mansard bk. stores, 117-19 Carlton St., cost $7,000; Isaac Lavine, pair 2-storey and attic bk. fronted dwellings, 107-9 Oxford St., cost $2,300.

CONTRACTS AWARDED.

ST. CATHARINES, ONT.—Mr. W. B. Allen, architect, has accepted the following tenders: For all the works except heating for a two-storey brick school building, four rooms, for St. George's Ward, Newman Bros., $5,500; all works required in erection of a brick addition to the factory of the McKinnon Wash and Hardware Company, George Wilson, $4,000; for all work except heating for brick Sabbath School building adjoining St. Paul street Methodist Church, George Wilson, $6,000; steam heating (including church building) Chatfield & Neelon, $2,600.

TORONTO, ONT.—Mr. E. J. Lennox, architect, has accepted the following tenders: For alterations of three houses on St. Patrick street, for the Johnston Estate; excavator, drainage, mason, and bricklayer, Howell & Thomas, $875.00; carpenter and joiner, Clarke & Son, $1,100; roofer, Duthie & Son, $443; plasterer, F. Beaver, $153; painter and glazier, F. E. Philip, $220; plumbing, Keith & Fitzsimmons, $486; heating, Keith & Fitzsimmons, $345; tinsmith, Baird Bros., $60. Large verandah to residence on Jarvis street for Mr. P. Long: Excavator, drainage, mason and bricklayer, W. Page, $2,400.; carpenter and joiner, Moir & McCaul, $3,100; roofer, H. Williams, $350; painter and glazier, M. O'Connor, $500. Residence on Dowling Ave. for G. N. Reynolds: Excavator, drainage, mason and bricklayer, Dunkley & Son, $1,780; carpenter and joiner, Parkdale Lumber Co., $1,400; painter and glazier, C. Davis, $360; plumbing, Purdy & Mansell, $225.—The Board of Works has recommended the acceptance of the following tenders: Sewers—Battye street, Broadview ave. to Bowden street, J. H. McNight, $2,181; Royce street, Perth to Symington avenue, C. H. Clark & Co., $1,290; Curzon street, Queen to Sproatt avenue, C. H. Clark & Co., $3,930; Howard Park ave., Dundas to Roncesvalles avenue, J. J. Booth, $2,721; Christie street, present terminus to northern city limits, John Farley, $1,843; Radcliffe avenue, Queen to Eastern ave., J. H. McKnight, $1,433; Davenport road, Yonge to Hazelton ave., C. H. Clark & Co., $11,575. Cedar pavements, Frizzel avenue, Carlaw to Pape ave., Callagher & Gibson $1,840. Stone flagging—Yonge street west, Queen to College, McKeown & Challis, $4.73½ per lineal foot. Granolithic—Spadina avenue, east Queen to Grange road, R. Forsyth, 16 feet wide, $7.10 per lineal foot. Eureka sidewalk—Jordan street, west of Wellington street to King street, Gardner & Co., six feet six inches wide with four inch kerb, $2.17 per lineal foot.

CREOSOTING OF WOOD.

The practice of the Eastern Railway Company, of France, in creosoting sleepers is described in a recent issue of *Revue Generale des Chemins de Fer*. Sleepers as delivered are stacked and seasoned in the open air. They are then adzed and bored by a special machine, loaded on trucks, and run into a drying oven, where they remain 24 hours or more. After drying at a temperature of about 176° Fah., they are run into a metal cyclinder, 6 feet 3 inches in diameter and 36 feet long, which is hermetically closed. The air is then exhausted, and a partial vacuum is maintained for about half an hour. Communication is then opened with dead reservoirs of dead oil, which is allowed to flow in at a temperature of 176° Fah., under pressure. When the oil ceases to flow under moderate pressure, it is forced in by a pump up to a pressure of 83 lbs. per square inch, and this pressure is maintained for an hour or an hour and a quarter. Communication with the oil reservoirs is then opened again, and the excess of oil not absorbed by the timber flows back into the reservoir. The cylinders hold 168 sleepers each. The quantity of oil absorbed is measured by determining the difference in volume of the oil before and after operation. The wood used is principally oak and beech. The oak sleepers absorb from 2.4 to 2.7 quarts per cubic foot; beech sleepers, from 8.7 to 10 quarts per cubic foot. The whole operation takes about four hours. This method of treatment has been practised by the company since 1865, with, it is stated, very good results. After fifteen years of service the sleepers taken out have been fifteen per cent. for creosoted oak and 50 per cent. for creosoted beech.

A NEW SUBSTITUTE FOR ASPHALT.

Germany possesses no quarries of bituminous limestone suitable for street pavements. The chemists of that country have often tried to find an artificial substitute, but never succeeded. The compositions lacked the necessary strength and elasticity, although every possible combination of limestone and bitumen was tried.

Herr Busse, a chemist of Linden, near Hanover, noticed that all artificial asphalts lacked certain gummy oils existing in the natural stone. This led him to experiment on mixtures of finely powdered stone with these oils, with the result of producing a material said to be very similar to natural asphalt.

The material is claimed to be absolutely impervious to the action of the weather. At the government testing bureau at Charlottenburg, the compressive strength was found to be about 2,300 lbs. per sq. inch. In some experiments in Hanover it was found that a layer of the material 2 inches thick would stand a pressure of 5,970 lbs. per sq. inch. The difference between the figure and that just given is probably due to the fact that the government tests were made on centimetre tubes. About 500 sq. yards were laid in Hanover in the summer of 1887; this surface has worn so well that 1,670 sq. yards are now being laid in that city. Berlin, Hamburg and Cologne have begun series of tests also.

The compound is laid in a similar manner to asphalt. For streets, a concrete foundation 8 inches thick is laid, and on this enough of the hot powder is spread to leave a 2-inch layer when well rolled.

The cost of this pavement is not given, and, as the *Schweizerische Bauzeitung*, to which we are indebted for these notes, states that the new invention must not only be as serviceable but also as cheap as the natural asphalts in order to compete with them.

NOVEL PLAN OF RAISING WATER FROM A SHAFT.

W. Galloway described before the South Wales Institute of Engineers, a short time ago, a novel plan of raising water from the shaft sunk at Llanbradach by the Cardiff Steam Coal Collieries Company.

It was known that a considerable thickness of the Pennant sandstone series, which is invariably found heavily watered, required to be passed through, and surrounding collieries have heavy pumping fittings. The absence of any means of determining the probable quantity of water to be dealt with in sinking led to special provision for winding the water to the surface. The contract provided for certain allowances whenever the water exceeded 4,000 gallons per hour, whether pumps were provided or not. The largest quantity met with was 7,500 gallons an hour in the shaft bottom. Down to a depth of 135 yards the total growth was 9,000 gallons an hour, of which 5,000 gallons was walled out by brick and cement walling. It would have been impossible to proceed with the sinking without pumps had it been necessary to fill the water into the kettle by the ordinary means of bailing. Mr. Galloway accordingly devised what he calls a "pneumatic water barrel."

It consists of a cylindrical vessel of sheet-iron, 4 feet 2 inches in diameter, and 8 feet deep, closed at the top by an air-tight manhole door. The bottom is 5 inches above the lower edge of the cylinder, and has a circular hole in it 18 inches in diameter. This hole is closed by a faced valve of cast iron, mounted with a sheet of leather, capped and tightly clasped by an iron hoop. The valve is attached to a spindle by a ball and socket joint, by which it is kept in position, but allowed a certain amount of play so that it may readily accommodate itself to its seat. The cylinder is thus an air-tight vessel, the interior of which has communication with the exterior atmosphere only by means of a pipe, extending from close to the top of the cylinder in the inside, to the outside of the vessel half-way down. The outside end of the pipe is fitted with an instantaneous coupling identical with that used on the vacuum railway brake. In use the pneumatic water barrel is lowered into the shaft till its lower edge is under water in the shaft bottom. The interior is put into communication with a condenser air pump on the surface by attaching a flexible tube connected to the vacuum pipes in the shaft to the instantaneous coupling of the barrel. A vacuum equivalent to 20 to 22 inches of mercury is thus obtained inside the barrel, and the water rushes in through the bottom valve. A glass gauge tube on the outside of the vessel shows when it is full. The tube is detached, and the signal given to raise the barrel. When it reaches the surface a bogie is run under it, and it is lowered on a conical block of wood, which raises the valve, and the water escapes.

Prices of Building Materials.

LUMBER.

CAR OR CARGO LOTS.

1¼ and thicker clear picks, Am. ins.	$30 00@	$32 00
1¼ and thicker, three uppers, Am ins.		37 00
1¼ and thicker, pickings, Am ins.		27 00
1 x 10 and 12 dressing and better	18 00	20 00
1 x 10 and 12 mill run	13 00	14 00
1 x 10 and 12 dressing	14 00	16 00
1 x 10 and 12 common	12 00	13 00
1 x 10 and 12 spruce culls	10 00	11 00
1 x 10 and 12 maple culls		9 00
1 inch clear and picks	28 00	30 00
1 inch dressing and better	18 00	20 00
1 inch siding, mill run	14 00	16 00
1 inch siding, common	11 00	12 00
1 inch siding, ship culls	$10 00	$11 00
1 inch siding, mill culls	8 00	9 00
Cull scantling	8 00	9 00
1¼ and thicker cutting up plank	22 00	25 00
1 inch strips, 4 in. to 8 in. mill run	14 00	15 00
1 inch strips, common	11 00	12 00
1¼ inch flooring	14 00	15 00
1½ inch flooring	14 00	16 00
XXX shingles, sawn	2 30 @	2 35
XX shingles, sawn	1 30	1 35
Eastlake galvanized steel shingles, 24 W. G., per square		6 00
Eastlake galvanized steel shingles, 26 W. G., per square		50
Eastlake painted steel shingles, per sq		4 00
Round pointed galvanized steel shingles, per sq		6 00
Round pointed painted steel shingles,		4 25
Round pointed, unpainted, Terne tin shingles		5 00
Manitoba galvanized steel siding, per square		5 00
Manitoba painted steel siding, per sq.		3 50
Painted sheet steel pressed brick		3 50
Painted crimped steel sheeting		3 40

Price of Copper shingles according to weight.

YARD QUOTATIONS.

Mill cull boards and scantling		10 00
Shipping cull boards, promiscuous widths		13 00
Shipping cull boards, stocks		14 00
Hemlock cantling and joist up to 16 ft.	11 00	12 00
" " " 18 "	12 00	13 00
" " " 20 "	13 00	14 00
Scantling and joist, up to 16 ft.		14 00
" " 18 ft.		15 00
" " 20 ft.		17 00
" " 22 ft.		19 00
" " 24 ft.		21 00
" " 26 ft.		23 00
" " 28 ft.		25 00
" " 30 ft.		27 00
" " 32 ft.		27 00
" " 34 ft.		29 50
" " 36 ft.		31 00
" " 38 ft.		33 00
" " 40 to 44 ft.		36 00
Cutting up planks, 1¼ and thicker, dry	25 00	26 00
" " board,	18 00	22 00
Cedar for block paving, per cord		5 00
Cedar for Kerbing, 4 x 14, per M		14 00

B. M.

1¼ inch flooring, dressed, F. M.	28 00	31 00
1¼ inch flooring rough, B. M.	18 00	22 00
1¼ " dressed, F. M.	25 00	28 00
" undressed, B. M.	18 00	19 00
" dressed	18 00	22 00
" undressed	12 00	15 00
Beaded sheeting, dressed	22 00	35 00
Clapboarding, dressed		12 00
XXX sawn shingles, per M, 16 in.	2 65	2 75
Sawn lath	2 00	2 20
Red oak	30 00	40 00
White	35 00	45 00
Basswood, No. 1 and 2	18 00	20 00
Cherry, No. 1 and 2	70 00	70 00
White ash, No. 1 and 2	25 00	25 00
Black ash, No. 1 and 2	20 00	30 00
Dressing stocks	16 00	22 00
Picks, American inspection		40 00
Three uppers, American inspection		50 00

BRICK—₩ M

Common Walling		$7 50
Good Facing		9 00
Sewer	8 50	9 00
Pressed Brick:		
Plain brick, f. o. b. at Milton, per M		$17 00
" " 2nd quality, per M		13 00
" " 3rd " "		10 00
Hard Building		8 00
Moulded and Ornamental, per 100	$3 to	10 00
First quality, f.o.b. at Campbellville, per M		16 00
2nd " " "		13 00
3rd " " "		10 00
Hard Building		8 00
Ornamental, per 100	$3 to	10 00
Tiles		24 00
Stone.		
Common Rubble, Per Toise, delivered		14 00
Large flat " " "		18 00
Foundation Blocks, " Cubic Foot		35
Slate: Roofing (₩ *square*).		
" red		16 00
" purple		9 00
" untading green		9 00
" black slate		7 50
Terra Cotta Tile, per sq		25 00
Ornamental Black Slate Roofing		8 00
Sand:		
Per Load of 1½ Cubic Yards		1 25

PAINTS. (*In oil, ₩ lb.*)

White lead, Can	6 25	6 50
" zinc, Can	6½	7 50
Red lead, Eng	5½	6½
" venetian	1 60	1 75
" vermillion	90	1 00
" Indian, Eng	10	12
Yellow ochre	5	10
Yellow chrome	15	20
Green, chrome	7	12
" Paris	25	40
Black, lamp	15	20
Blue, ultramarine	15	25
Oil, linseed, raw (₩ *Imp. gallon*)	68	70
" " boiled	72	75
" " refined, "	78	80
Putty	2¾	2¾
Whiting, dry	75	1 00
Paris white Eng., dry	90	1 25
Litharge, Am.	6½	8
Sienna, burnt	15	20
Umber, "	8¼	12

CEMENT, LIME, etc.

Lime, Per Barrel of 2 bushels, Grey		40
" " " White		55
Plaster, Calcined, New Brunswick		2 00
" " Nova Scotia		2 00
Hair, Plasterers', per bag		1 00
Cement, Portland, per bbl	2 80	3 00
" Thorold, "		1 50
" Queenston, "		1 50
" Napanee, "		1 50
" Hull, "		1 50

HARDWARE.

Cut Nails:		
American Pattern, 1¼ inch, per keg		4 05
" " 1½ to 2¼ inch, per keg		3 30
Canadian Pattern, 1¼ inch, per keg		3 55
" " 1½ to 2¼ inch, per keg		3 05
" " 2 to 2¼ inch, "		3 05
" " 2½ to 2¼ inch, "		2 80
" " 3 inch and larger		2 55
Steel nails 10c per keg extra.		
Finishing nails, 1 inch, per keg		5 65
" " 1¼ inch, "		4 95
" " 1½ " "		4 15
" " 1¾ " "		4 15
" " " and larger		3

MONTREAL PRICES.

Lumber, Etc.	
Ash, 1 to 4 in., M.	$13 00@18 00
Birch, 1 to 4 inch, M.	15 00 25 00
Basswood	12 00 20 00
Walnut, per M.	50 00 100 00
Butternut, per M.	22 00 40 00
Cedar, flat	00 04 00 06
Cherry, per M.	60 00 80 00
Elm, Soft, 1st	15 00 17 00
Elm, Rock	25 00 30 00
Maple, hard, M.	20 00 25 00
Maple, Soft	16 00 18 00
Oak, M.	40 00 95 00
Pine, select, M.	35 00 40 00
Pine, 2nd quality, M.	20 00 25 00
Shipping Culls	13 00 16 00
Mill Culls	8 00 10 00
Lath, M.	1 50 1 90
Spruce, 1 to 2 inch, M.	10 00 12 00
Spruce Culls	4 50 6 00
Shingles, 1st quality	2 00 3 00
" 2nd "	1 25 1 50
Cement, etc.	
Portland Cement, per barrel	$ 2 70@ 3 00
Roman "	2 70 3 00
Fire Bricks, per M.	20 00 30 00
Cut Nails:	
Hot-cut Am. or Can. pattern, 3 inch and above	2 75 $2 85
Hot-cut Am. or Can. pattern, 2¾ inch and above	3 00 3 25
Hot-Cut Am. or Can. pattern, 2½ and 2 inch	3 25 4 20
Am. pattern, 1½ and 1¾ inch hot-cut	3 50 5 60
" 1¼ inch " "	4 25 5 80
Can. Pattern, cold-cut, 1½ and 1¾ inch	3 25 4 45
" " 1¼ inch	3 75 5 95
Finishing Nails, per 100 lb. keg, 1¼	75 cents advance on Hot Cut Nails.
Finishing Nails, per 100 lb. keg 1½ to 2¼ inch and 2½ inch	
nishing Nails, per 100 lb keg, 2 inch and up	
Paints, etc.	
White Lead, pure, 25 to 100 lb. kegs.	6 50 7 00
" No. 1	5 25 5 50
" No. 2	4 50 5 00
" No. 3	4 00 4 50
dry	5 25 5 75
Venetian Red, English	1 50 1 75
Yellow Ochre, French	1 25 3 00
Whiting, London, washed	0 50 0 65
" Paris, "	1 25 1 25
Oils:	
Linseed, raw	0 3 0 55
" boiled	0 66 0 58
Olive, pure	1 10 1 15
" machinery	95 1 05
" extra, qt., per case	3 00 3 25
" pts., "	2 50 2 60
" ½ pts., "	2 75 3 10
Spirits turpentine	0 67 0 70

INDEX TO ADVERTISEMENTS

IN THE CANADIAN ARCHITECT AND BUILDER.