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CANADIAN CONTRACT RECORD

A WEEKLY JOURNAL OF
PUBLIC WORKS • TENDERS • ADVANCE INFORMATION • AND MUNICIPAL PROGRESS

EVERY THURSDAY

THIS PAPER REACHES EVERY WEEK THE TOWN AND CITY CLERKS, TOWN AND CITY ENGINEERS, COUNTY CLERKS AND COUNTY ENGINEERS THROUGHOUT CANADA

Vol. 4.

Toronto and Montreal, Canada, March 23, 1893.

No. 6

THE CANADIAN CONTRACT RECORD,

PUBLISHED EVERY THURSDAY

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

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C. H. MORTIMER, Publisher,

CONFEDERATION LIFE-BUILDING, TORONTO.

Telephone 2362.

64 Temple Building, Montreal.
Bell Telephone 2399.

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

ADVERTISING RATES ON APPLICATION.

At its Convention held in Toronto, Nov. 30 and 21, 1889, the Ontario Association of Architects signified its approval of the CANADIAN CONTRACT RECORD, and pledged its members to use this journal as their medium of communication with contractors with respect to advertisements for Tenders.

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

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

TO BUILDERS.

Tenders will be received up to 12 o'clock noon of WEDNESDAY, 29TH INSTANT, for the erection of

TWO SEMI-DETACHED VILLAS

in Glen Road, Rosedale. The lowest or any tender not necessarily accepted.

MANCEL WILLMOT, Architect,
828 Yonge Street, Toronto.

BARTER AND EXCHANGE.

This department has been opened for the speedy barter and exchange of second-hand plant or material, or small lots of new or second-hand materials by builders and others not regularly engaged in the sale of such articles. Advertisements other than those of the above description will not be inserted.

RATES—12 words and under, 15 cents; each additional word, 2 cent (three figures count one word); on two or more subsequent insertions a discount of 10 per cent. will be allowed. Not more than four insertions of an advertisement can be granted.

Replies to advertisements may be addressed to a box at this office, in which case necessary stamps must be sent for re-mailing replies. Advertisements for this department must be prepaid.

FOR SALE CHEAP—Five drawer nest of plan drawers, also writing desk with pigeon holes, &c. all in good order. Apply Rooms 85 to 89, Canada Life Building.

TENDERS WANTED.

Tenders will be received at the office of the undersigned until noon, FRIDAY, 31ST INST., 1893, for the artificers' works to be done in erecting a Brick School House at Woodbridge. Plans and specifications on view at my office. Tenders for whole work or parts. 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.

GEO. ELLIOTT, KILBURN HALL, TORONTO JUNCTION.
Sec. P. S. B., Woodbridge.

JAS. A. ELLIS, Architect,

Kilburn Hall, Toronto Junction.

Toronto and Scarboro Electric Railway

TENDERS

Will be received at the Company's office, 38 King Street East, until

Noon of 31st March,

for Grading, Tracklaying and Ballasting two miles of road, and for the erection of trolley poles along the same. Full particulars may be had and plans and specifications seen at the office of the Consulting Engineer, JOHN GALT, Canada Life Building.

A. W. DINGMAN,
Sec. and Gen.-Manager.

TENDERS

FOR COMPLETION OF

Elliot & Neelon's Contract

OF

CITY AND COUNTY BUILDINGS

Tenders addressed to E. J. LENNOX, Architect, will be received through registered post up to noon on THURSDAY, the 30TH DAY OF MARCH, 1893, for the completion of the tender and contract of Messrs. Elliot & Neelon, in connection with the erection of the New Court House and City Hall, for the City of Toronto and County of York.

Copies of the plans, specifications and general conditions and tender and contract can be seen at the offices of the Architect, Mr. E. J. Lennox, south-east corner of King and Yonge-streets, Toronto, at once, where tenderers may personally procure authority whereby they may obtain a view of the present condition of the work to enable them to make the necessary calculations of the amount of work done, and the balance of work required for completion of the contract referred to.

Each tender must be sent in on printed forms and enclosed in envelopes, which will be supplied by the Architect.

Tenders to be accompanied by a marked check, payable to Mr. E. J. Lennox, Architect, or by a cash deposit equal to 1 p. c. (one per cent) on the amount thereof.

The deposits of unsuccessful tenderers will be returned as soon as the successful tender is accepted by the Architect.

The deposit of the successful tenderer will be held until the contracts are executed to the satisfaction of the Architect and satisfactory security given for the proper completion of the work tendered for.

Any party whose tender is accepted failing to carry out the same will forfeit his deposit, which will be credited in such a way in connection with the works as a Judge of the High Court of Justice, upon application, may direct.

The lowest or any tender not necessarily accepted.

The above conditions and the conditions embodied in form of tender must be strictly adhered to in tendering as informal tenders will be ruled out.

E. J. LENNOX, Architect.

TENDERS

Will be received at the office of the undersigned until MONDAY, THE 27TH INST., for all trades required in the erection of a House on Burnside Place. Plans and specifications on view at my office on Monday, the 20th inst.

J. A. P. BULMAN, Architect,
156 St. James Street, Montreal.

TENDERS WANTED.

Scaled tenders will be received up to MARCH 24TH, 1893, for

TWO IRON OR STEEL BRIDGES,

(white oak joist and flooring), one on boundary of Downie and Fullerton Townships, County of Perth, Ont. This is 33 (Thirty-three) feet in clear, fourteen feet roadway, and crosses over Twentieth Creek. The other crosses Trout Creek, Township of Downie, near Ardall's mill, and is 70 (seventy) feet in clear, 14 (fourteen) feet roadway; not to exceed over fourteen feet panels; both to be completed on or before the 1st day of September, 1893.

Lowest or any tender not necessarily accepted. Tenders to be sent to the undersigned, separately.

JOHN CORRIE,
Bridge Inspector.

Stratford, March 7, 1893.

CONTRACTS OPEN.

PORT ELGIN, ONT.—An agricultural hall will be erected here.

CAMPBELLFORD, ONT.—The Rathbun Company will rebuild their saw mill which was recently destroyed by fire.

VICTORIA, B. C.—The School Board is asking for an appropriation of \$100,000 for the erection of new school buildings.

TODMORDEN, ONT.—The stoppage in the erection of Mr. Harvey's chemical factory is over with and the work is to be proceeded with.

WESTON, ONT.—Messrs T. L. Moffat & Sons, stove manufacturers, of Markdale, are about to build a factory at this place, 300 by 120 ft.

PICTON, ONT.—Mr. Spoor, Deputy Reeve of Wolfe Island is negotiating with Messrs. Boulter & Miller, of this town, for the erection of a canning factory on the island.

TORONTO JUNCTION, ONT.—The Town Council has adopted the recommendation of the Sewerage Engineer for the construction of a storm water sewer on Dundas street, at a cost of \$1,550.

PRESCOTT, ONT.—Mr. Thomas Hanly, architect, of Belleville, will prepare plans for the new high school building to be erected in this town. The members of the Building Committee are Messrs. Purkis, Ross, Grenhill, Labatt and Smith.

SARNIA, ONT.—The council is considering the purchase of an electric light plant.—Mr. H. G. Phillips, architect, is preparing plans for a residence to be erected by Mr. A. Saunders, to cost \$2,000.—The Street Railway Company is erecting an office building on Front street, 24 x 40 ft.

KINGSTON, ONT.—It is proposed to use the funds collected for the Sir John Macdonald monument in the erection of a memorial building, in which there shall be a public reading room and Board of Trade rooms and a large bust of the late Premier.—The Waterworks Committee will recommend to council that another engine be purchased for the pumping house.

WOODSTOCK, ONT.—A new manse is to be erected for Chalmers church.—Mr. Barlette, confectioneer, is considering the erection of a fine store on the corner of Light and Dundas streets.—Messrs. J. G. Wallace and W. T. McMullen, jr. will each erect a new residence on Vansittart ave.—Mr. James Rapson contemplates erecting a block of stores on the south side of the market.

—Mr. D. M. Perry will build a new house on Peel street.

OTTAWA, ONT.—E. F. E. Roy, Secretary Department of Public Works, will receive tenders until Wednesday, the 23rd inst., for the erection of a court house, etc., at Lethbridge, N. W. T. Plans may be seen at the above department in this city and at the office of the Collector of Customs, Lethbridge.—The Collegiate Institute Board have adopted plans for the repairs to the institute which was almost wholly destroyed by fire a month ago, Mr. Mather, the architect of the board has been instructed to advertise for tenders.

HAMILTON, ONT.—Jas. Balfour, architect, has prepared plans for a palatial residence for Mr. C. M. Counsell.—Building permits have been granted as follows: Jacob Schwab, two-story brick dwelling on Bruce street, between Markland street and Aberlees avenue, cost \$1,200; Thomas Taylor, two-story brick dwellings on Cannon street, between Emerald and Hisdale streets, cost \$2,400; Frank Slater, two-story brick dwelling on Blyth street, cost \$1,200.—The Hospital Committee have appointed a sub-committee to arrange for having plans prepared for a new House of Refuge, although it is not probable that the building will be erected before next year.

BROCKVILLE, ONT.—Messrs. Smellie & Harris, engineers, are engaged making a survey for the proposed international bridge across the St. Lawrence river in the vicinity of the group of islands opposite Fernbank, about two miles west of this town. River soundings have been taken, and it is said that less than 60 feet of water has been found at any point.—Mr. Geo. A. Allan, architect, has just completed plans for the re-modelling of the large stone house on the corner of King and Park streets for Mr. Robert Bowie.—Mr. Samuel Flint will erect a new store between the Dunham Block and his present stores.—The Street Committee has been authorized to advertise for tenders for furnishing 100,000 feet of pine and cedar lumber.

HALIFAX, N. S.—The City Engineer has recommended the construction of sewers as follows: DeWolf's wharf outlet, Prince street outlet, marine and fisheries wharf, Gottingen street sewer, from Cunard to Uniacke street, Hollis street sewer, from Sackville street to Halifax hotel, Granville street sewer, from Duke street to Buckingham street, Lower Water street, from Prince street to Salter street; Agricola and Macara streets; Salter from Barrington to Water street; Granville street, from Sackville to Blowers; Blowers street, from Granville street to Grafton street.—The amalgamation is announced of Messrs. Rhodes, Curry & Co., of this city, and the Harris car works of St. John, N. B. The plant will be removed from the latter place and new buildings erected in this city immediately.

WINNIPEG, MAN.—The hockey club of this city contemplate erecting a large skating rink in the south end of the city next season.—The C. P. R. Co. have made arrangements for extensive improvements in their western division, a large portion of which is to be relaid with heavier rails.—Plans are now being prepared for the new building for the Bank of Ottawa. It will be four stories and a basement in height, and will be constructed of brick with stone front. The frontage is forty feet and it will extend back a distance of seventy feet. Elevators will be placed in the building.—At a recent meeting of the school board committee, it was decided to adopt the plans for the two new school buildings prepared by Mr. Geo. Brown, architect, and tenders will be called for at once. The sum of \$79,000 has been subscribed towards the proposed Wesley College. The amount required is placed at \$100,000.

NIARAGA FALLS, ONT.—A company has been formed, known as the Lundy's Lane Observatory Company, to build an observation tower at Lundy's lane, situated about one mile from the Falls. The building will be a two story frame 50 feet square. The tower and observatory will be constructed of steel, and a large elevator will

be placed in the building which will probably be operated by electricity. The plans have been prepared by Mr. Wilson. The total cost is estimated at \$6,000. The company consists of Messrs. James Wilson, James A. Lowell, H. C. Symmes and Rev. Canon Bull.—A staff of surveyors under the supervision of Mr. Burbank, of the Cataract Construction Company, and Mr. James Wilson, superintendent of Niagara Falls Victoria Park, have commenced operations surveying the ground near Falls View for the great Canadian tunnel, for which it is said ground will be broken in the near future.

LONDON, ONT.—Messrs. Moore & Henry, architects, will receive tenders until Friday, the 24th inst., for the erection of a brick Sunday School building in London South and for the erection of a double brick dwelling.—Messrs. McBride, Jones & Farncombe, architects, will receive tenders until the 25th inst. for the erection of a brick dwelling on King street and a brick and frame dwelling on Cheapside street. A deputation from this city waited on the Minister of Militia at Ottawa, last week, urging that the present drill shed in this city be replaced by a new one. The Minister gave the deputation to understand that their wishes would be complied with.—The free library board have selected the south-west corner Queen avenue and Wellington street, as the site for the proposed building. The building will cost \$15,000.—The City Engineer has issued the following permits: J. M. McKinnon, addition to the Grogg house, cost \$3,500; O. G. Bayley, brick cottage, corner of Wellington and York streets, cost \$2,200; S. B. Coon, Hyman street, two brick cottages, cost \$1,200.—It is probable that a new Normal school will be erected at an early date.

MONTREAL, QUE.—The Freemasons of this city have decided to build a Masonic temple.—The directors of the Bank of Montreal have decided to erect in this city a handsome residence for the general manager.—A syndicate has secured the Erskine church property at the corner of St. Catherine and Peel streets, as well as the Gibb estate there, and contemplates the erection of a large eight storey hotel. The stone will be cut next winter and operations will be commenced early in 1894.—It is now stated that the donation of \$70,000 made by Mr. J. R. Molson to the faculty of McGill university will be supplemented by a grant of \$30,000 from the funds of the Medical faculty, and that the total sum will be used to build an extension to the present premises

of the faculty.—The Catholic School Commissioners have adopted the report of the Building Committee that a school capable of containing fifteen classes be constructed on the Devin's property at the corner of St. Hubert, Mignonne and St. Christopher streets, and that the accommodation of Sarsfield school on Centre street be increased to twelve classes, also that the sanitary conveniences of the Commercial academy be improved. It was decided to issue bonds to the extent of \$90,000 to meet the cost of these improvements.

TORONTO, ONT.—It is stated that a number of Toronto and Montreal capitalists have formed a company for the purpose of manufacturing watch cases, the capital stock being placed at \$50,000. The factory will probably be located at Weston.—Mr. John Brewer contemplates building a new hotel on the north-east corner of Queen street and Spadina avenue. The plans are being prepared by Mr. Mallory, architect, of Adelaide street east.—Mr. George Sheard has begun excavations for a three-story brick store and dwelling at the north-east corner of Yonge and McGill street. It is estimated to cost \$4,500.—Mr. E. J. Hobson, of Wood street, is building six three story brick stores and dwellings, to cost \$14,500, at the south-west corner of Agnes and Yonge streets.—Mr. C. J. Gibson, architect, Adelaide street east, has prepared plans for a pair of semi-detached residences to be erected by Mr. D. Todd. The Board of Works have adopted the report of the City Engineer recommending the construction of pavements on the following streets: asphalt pavements, Richmond street, from Victoria to Bay, cost \$15,000; Earl street, from Sherbourne street to west end, cost \$5,000; cedar block pavements on Mansfield avenue, from Bellwoods avenue to Grace street, cost \$700; Prospect street from Rose avenue to Parliament street, cost \$650; Lisgar street, from Queen to Dundas street, cost \$5,400; Bellevue avenue, from College street to Bellevue place, cost \$13,400; Orde street, from McCaul street to east end, cost \$1,300; Baldwin street, from Beverley street to Spadina avenue, cost \$2,450; D'Arcy street, from Beverley street to McCaul street, cost \$1,380; Cecil street from Beverley street to Spadina avenue, cost \$2,525; Sullivan street, from Beverley street to Spadina avenue, cost \$2,560; and Nassau street, from Spadina avenue to Lippincott street, cost \$3,645. Vitrified brick pavements on Argyle street, from Dundas street to Gladstone avenue, cost \$20,380; Henry street,

from Baldwin street to Cecil street, cost \$3,375; St. Patrick street, from McCaul street to Spadina avenue, \$15,120.—The City Engineer has recommended the purchase of a corporation yard on the north side of King street, between Dufferin street and the subway, on which to erect new stables at a cost of \$5,000. An item of \$10,000 has been included in the estimate of 1893 to cover cost of reconstructing the Bathurst and Simcoe street sewers under the railway tracks on the Esplanade. The City Engineer recommends an interim appropriation of \$5,000, so that the work may be started at once.—The paving, grading and extension of College street into High park from Sorauen avenue, and the laying of a single line street railway track upon the street is also recommended. The cost of this is placed at \$27,000.—The Street Railway company contemplates enlarging their power house on Front st. by taking in the vacant lot at the corner of Frederick street and the Esplanade.—Mr. D. C. Adams has applied to the Council for a lease of the old Parkdale waterworks property for the purpose of establishing a rolling mill. The buildings which would be erected would be a main building, 70 x 140 feet, a boiler shed, 25 x 29 feet, a scrap shed 26 x 59 feet, an office 15 x 20 feet, a warehouse 34 x 51 feet, which together with the machinery will necessitate an expenditure of \$40,000, exclusive of the cost of filling in 18,850 feet to level up the ground. An additional expenditure of \$4,000 would be incurred by the extension of a G. I. R. switch across the lot.—Senator Sanford, of Hamilton, has purchased the building on King street occupied by the Oak Hall clothing store, and will make application to the city for a transfer of the lease. It is said to be his intention to erect a new building upon the site.—A committee of the Agricultural and Arts Association will wait upon the Mayor to ascertain if the city will assist in the erection of a suitable building for holding fat stock and horse shows.—The following building permits have been granted: Wm. Davies & Co., Ltd., brick addition to packing house, east side Beachell street, cost \$1,600; J. J. McLaughlin, brick stable and shed, Sherbourne street opposite Shuter street, cost \$1,500; American Watch Case Co., 4-story brick factory, south side King street, opposite Brant street, cost \$18,000; J. Sutcliffe & Sons, alterations to 4 Queen street west, cost \$1,000.

FIRES.

Smith & Mitchell's block at Port Arthur, Ont., has been destroyed by fire. Insurance \$3,000.—The carpet factory at Paris, Ont., occupied by William Tyler and owned by D. Shepherd, was totally destroyed by fire recently. Total loss, \$4,000. Building insured for \$100, stock and machinery for \$1,500.—On Thursday of last week the High School building at Newmarket, Ont., was completely destroyed by fire. Loss \$7,000, partly covered by insurance.—Fire at Arnprior, Ont., on the 14th inst., destroyed the factory of Messrs. McCreary & Whyte, together with a number of smaller buildings. The factory was owned by D. Dagenals; loss \$3,000, no insurance. Messrs. McCreary & Whyte's machinery was valued at \$3,000.—The Wellington hotel at Mono Road, Ont., occupied by T. P. Sparrow, together with a large hall occupied by the I.O.F., was totally destroyed by fire on Saturday last.—The American hotel block, at Owen Sound, Ont., was gutted by fire on Sunday morning last. The losses are as follows: American hotel, loss, \$5,000, insurance, \$3,000; R. M. Nes, hotel keeper, furniture, etc., loss \$3,000, insurance, \$2,500; J. Piche, grocer, loss slight, no insurance.—The Detroit Exchange hotel at Windsor, Ont., was damaged last week to the extent of \$1,200, which is fully covered by insurance.—The confectionery store and residence of T. M. Parkin, on Brock street, Kingston, were gutted by fire on the 15th inst. The loss is estimated at \$2,000, fully covered by insurance.—A large self contained house on Grand Allee, Quebec, owned and occupied by Constable Shirley, was burned to the ground on the 17th inst. The loss will amount to \$3,000 or \$4,000.—The Hub hotel at Rat Portage, Ont., together with the stores of J. Hemmings, S. Botrel and B. Caslake, have been destroyed by fire.

CONTRACTS AWARDED.

OTTAWA, ONT. It is stated that the tenders of Messrs. John Goodwin and John O'Leary, of this city, for the construction of the Soulages canal, have been accepted, the former securing eight sections and the latter one section.

TORONTO, ONT.—The following tenders have been accepted for making alterations and additions to the registry office, which is being carried out under the supervision of Mr. E. Burke: Masonry work, Harris & Lewis, \$7,308; iron work, Dominion Bridge Co., \$1,730.50; sheet metal work, Iucker & Dillon, \$1,200; carpenter work, Wilson & Kane, \$598; painting and glazing, Charles Davis, \$460; electric wire work, Bilt Electric Light Co., \$266; office fittings, George F. Boswick, \$2,448; plumbing and heating, W. J. McGuire, \$1,469.

REQUIREMENTS FOR GOOD ROADS.

Mr. Chas. T. Davis in an address on this subject delivered under the auspices of the Northwestern University, recently, said:—A perfectly good road should have a firm, dry foundation, good drainage, a hard and compact surface, free from ruts, hollows, or depressions. The surface should be neither too flat to allow water to stand nor too convex to be convenient to traffic; free from loose stones, the fresh material being put on when practicable in winter in such a manner as to inconvenience the traffic as little as possible; all mud to be scraped off the surface at once and not left in heaps on the road. A grade of one in forty (2.5 per cent.) may be considered as safe for a horse to trot down with a light vehicle, and this should be the limiting grade. In hilly districts it is impossible to keep the grades down to this, but there exist numerous cases where, by taking off the crest of the hill and filling a hollow, dangerous portions of roads might be improved at a comparatively small expenditure. A grade of one in twenty (5 per cent.) is too steep for convenient traction and should never be exceeded. Where railways alter roads for bridges or other purposes the grade must not exceed one in thirty (3.3 per cent.) for a turnpike road. On a good paved road a tractive force of thirty-three pounds is required to move a ton; on a well-constructed and maintained macadamized road forty-six pounds; on an ordinary road, fairly well kept, sixty-five pounds; on a badly kept road, with loose surface the force may be double or treble the first figure.

Some of the problems interwoven with the road question, and which, in the future, must be fully discussed, are: The kind of roads to build; the method of work to be followed; the character and suitability of paving materials; the employment of convicts in the construction of public roads; the creation of a bonded indebtedness by township, county, or state, to facilitate the rapid construction of roads; the limitations to be imposed in



City Engineer's Office,

Kingston, Ont Feb 14th 1893

C. H. Mortimer Esq.

The Canadian Contract Record
Toronto

Dear Sir

I have had occasion several times to advertise in the Contract Record for tenders for such supplies as are used in Municipal Public Works and from my experience I can say that I believe it to be the best medium in Canada for such advertisements as it reaches every one interested in these matters

Yours truly
T. J. Cooper
City Engineer

MUNICIPAL ENGINEERS, CONTRACTORS, AND MATERIALS.

authorizing the creation of such an indebtedness; legislation having in view a systematic form of road construction within the limits of the various States; slow road construction and improvements based on the principle of cash payments.

The proposition has been made in many quarters to make the matter of road construction a national matter. The proposition is not practical, because of the vast extent of country roads.

In England a road inspector is appointed for every county, who has a staff of roadmasters, or two in every parish, whose duty is to attend to the condition of the roads all the year around. The farmer who picks stones off his land can always sell them for a shilling or two per load to the roadmasters. The trees alongside the road are all trimmed, so that the roadbed is not shaded.

What is especially wanted for the improvement of American roads is a few portable engines and roadbreakers for each county. The crushers should be mounted on a strong carriage or truck, so that they could be moved to points where rock can be obtained cheaply and handily; with a small drill driven by steam from the portable boiler, rock can be got very easily from ledges near the roadside. Then pay the farmer for the stones which he picks from his land. Use these stones on the roads, and the latter will be in such condition that we may be proud of them.

At present there is an urgent demand for practical knowledge pertaining to street paving, especially in this country, where we are now passing through a transition stage and seeking to better the condition of the thoroughfares. The knowledge which we should therefore seek is to note the disadvantages of the various kinds of paving materials now in use.

LEGAL DECISIONS AFFECTING MUNICIPALITIES.

O'DONNELL v. CITY OF HAMILTON.— Judgment in action tried at Hamilton. Action to restrain the defendants from opening up a street through the plaintiff's property. It was charged that the by-law for the opening up of the street was passed in the interest of one T. H. Pratt, and not of the public. The learned judge is satisfied that this by-law was passed solely in the interest of Pratt, and that if he allowed the defendants to enforce it against the plaintiff, the latter would suffer a grievous wrong. He also comments unfavorably upon the conduct of a member of the defendants' municipal council who, as the learned judge finds, was acting on behalf of Pratt in relation to this by-law. Judgment for an injunction restraining the defendants, so far as the plaintiff's lands are concerned, from expropriating them for the purposes mentioned in the by-law, with costs to be paid by the defendants.

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