

CANADIAN CONTRACT RECORD

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

EVERY WEDNESDAY

This paper reaches every week the Town and City Clerks, Town and City Engineers, County Clerks and County Engineers, Purchasers of Municipal Debentures and leading Contractors in all lines throughout Canada.

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OCTOBER 23, 1901

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THE CANADIAN CONTRACT RECORD, PUBLISHED EVERY WEDNESDAY

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1 large Escape Valve and connecting pipes. &c.
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J. W. SANDERS,
own Clerk.

Port Hope, 23th Sept., 1901.

BUSINESS NOTES.

A. Theodora Riopelle, contractor, Montreal, is announced to have assigned with liabilities in the neighborhood of \$5,000.

Francis Hudson has registered proprietor of the business of Carroll Bros. Co., plumbers, Montreal.

The dissolution is announced of Naud & German, contractors, Montreal.

DATE OF PUBLICATION.

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

TOWN OF AYLMER.

TO CONTRACTORS.

Separate or bulk tenders, addressed to the undersigned and endorsed "Tenders for Waterworks," will be received up to noon on FRIDAY, NOVEMBER 1st, 1901, for the material and labor required in a proposed extension of the Waterworks System.

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

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

The lowest or any tender not necessarily accepted.

JUNIOUS BRADLEY,
Town Clerk, Aylmer, Ont.

CONTRACTS OPEN.

ROSSEAU, ONT.—R. H. Young purposes building a saw mill here.

PORT WILLIAMS, N.S.—A new church will be built here.

APSLEY, ONT.—The Methodists purpose building a new church.

DENBIGH, ONT.—H. Burnett purposes building a residence.

TERRANOVA, ONT.—Jas. Thompson is preparing to rebuild his saw mill.

AYLMER, ONT.—A movement is on foot to build a skating rink, to be of brick, 70x132 feet.

ROSTOCK, ONT.—Alma township council proposes to construct drainage work.

BADEN, ONT.—It is reported that the Canada Sugar Refining Co. will build an immense refinery at this place.

BRACEBRIDGE, ONT.—Mrs. A. Later is this week taking tenders brick cottage.

GEORGETOWN, ONT.—The by-law to grant a loan of \$10,000 to Arnold Bros. has been passed by the council.

NEWCASTLE, N.B.—The question of lighting the town will likely be taken up by the council at an early date.

OWEN SOUND, ONT.—The Baptist congregation have decided to build their new church on the east side of Bay street.

SARNIA, ONT.—The time for receiving tenders for erection of building for W. C. Dillon has been extended to October 30th.

ORILLIA, ONT.—The Canada Wood Specialty Co. will erect two new buildings in connection with their present factory.

PORT ARTHUR, ONT.—C. H. Wheeler, architect, is this week taking tenders for brick and stone hotel for William Arthur.

NEW HAMBURG, ONT.—On September 28th the ratepayers will vote on a

by-law to bonus a brass foundry to the extent of \$5,000.

BORNHOLM, ONT.—F. Jacob, clerk of Logan township, invites tenders up to 28th inst. for construction of the McNaughton drain.

KINGSTON, ONT.—Arthur Ellis, architect, is this week taking tenders for alterations and additions to store premises for R. Waldron.

GODERICH, ONT.—The by-law to grant \$10,000 towards the erection of a summer hotel and sanatorium was carried here on Monday last.

ST. SAUVEUR, QUE.—The Society of Colonization of St. Jean Baptiste have decided to build a chapel and school house at Commissioner's Lake.

HALIFAX, N.S.—The steamer Indefatigable, which was damaged at Quebec by going ashore, will be repaired here, at an approximate cost of \$200,000.

DEPOT HARBOR, ONT.—J. R. Booth, of Ottawa, contemplates the erection of another grain elevator here, with a capacity of 1,500,000 bushels.

PETERBOROUGH, ONT.—W. Blackwell, architect, is preparing plans for an elevator of 50,000 bushels capacity to be built by the Central Milling Co.

PENETANGUISHENE, ONT.—Napoleon Payette has purchased property on Peel street on which he will build a planing mill and sash and door factory.

BRACEBRIDGE, ONT.—A by-law was passed by the council on September 30th providing for the issue of \$4,500 of debentures for purpose of building addition to public school.

CASTLEMORE, ONT.—N. Harrison, clerk township of Toronto Gore, invites offers up to November 7th for purchase of \$2,500 4 per cent. township debentures.

QUEBEC, QUE.—It is the intention of the Jacques Cartier Water Power Co. to install an auxiliary steam plant in a building to be erected in the eastern part of the city.

BRANDON, MAN.—The contract will be let this week for concrete work and foundation walls for mill buildings and elevator for Alexander, Law & Co.; W. H. Shillinglaw, architect.

PELEE ISLAND, ONT.—It is reported that Middle Island has been purchased by some American parties, who intend spending about \$10,000 in the erection of a club house and dock.

BLIND RIVER, ONT.—Plans have been prepared for a new Presbyterian church, to cost \$3,000.—The saw mill of the Michigan Land & Lumber Co. will be overhauled this winter and steam substituted for water power.

VANCOUVER, B. C.—H. Abbott, president Vancouver & Lulu Island Railway Co., is this week taking tenders for building one 100-foot span and five 80-foot

spans of Howe truss bridges across the North Arm of the Fraser river.

ST. MARYS, ONT.—It is probable that a by-law will be submitted to the ratepayers in January to raise \$30,000 for road improvements and the purchase of road machinery. A by-law for the purpose of extending the street lighting system may also be submitted.

SHERBROOKE, QUE.—It is expected that an understanding will be reached immediately with the Government regarding the Beckett property, and that the erection of the proposed court house and city hall will be proceeded with.

BROCKVILLE, ONT.—Surveyors are in this locality laying out a route for a proposed electric railway between this city and Toronto, with probable extensions to Cornwall and Ottawa.—The question of adopting the enclosed arc system of street lighting is receiving the consideration of the commissioners.

PRINCE ALBERT, N. W. T.—It is announced that the Canadian Northern Railway Co. has secured right of way from a point near Markley's Crossing, about 15 miles from this place, eastward to Willow Creek, and that next season at least 500 miles of the Prince Albert extension will be completed.

HAMILTON, ONT.—Tenders are being taken by the city this week for pipe sewers on portions of Murray street and Gibson avenue.—A building permit has been granted to Charles Mills, architect, for a brick dwelling, corner Pearl and Bold streets, for William Hull, cost \$900.

HUNTSVILLE, ONT.—Bids are invited by T. M. Cullon, town clerk, up to November 1st for purchase of \$22,000 4 per cent. debentures.—William Gall, of Port Sydeny, has decided to establish a large summer resort on Mary Lake, between the river mouth and Port Sydney. The proposed hotel will accommodate about 100 guests.

NORTH SYDNEY, N.S.—The council has been asked to erect an additional school building in a central location.—The Methodist congregation have decided to commence work at once on the enlargement of their church.—It is expected that work will shortly be commenced on the new pier for the Nova Scotia Steel & Coal Co.—A site has been selected for the proposed contagious diseases hospital.

TORONTO JUNCTION, ONT.—W. Joy has purchased 200 feet of property on east side of High Park avenue and intends to erect five detached houses.—Mr. Schultz is putting in the foundation for a house on High Park avenue.—The council has accepted the offer of Joseph Barrett, representing the Humber Light & Power Co., to supply electric power for lighting purposes.

VICTORIA, B.C.—The final summing up of the votes on the \$100,000 sceptic tank by-law shows that it was defeated by 3 votes, instead of being carried, as stated in last issue.—Plans have been completed for a new stone Congregational church to be erected on the corner of Pandora and Blanchard streets. The pastor is Rev. R. B. Blyth.—The time for receiving tenders for construction of Point Ellice bridge has been extended to November 11th.

LONDON, ONT.—Herbert E. Mathews, architect, is calling for tenders for a residence in South London for John Smallman, residence on the Ridgeway for C. L. Jeffrey, and residence for Mr. Dazell, East London.—H. C. McBride, architect, is taking tenders for additions and alterations to residence on Albert street for W. Young.—Moore & Henry,

architects, are receiving tenders this week for additions and alterations to residence on Dufferin avenue for J. W. Little.

COLLINGWOOD, ONT.—A. D. Knight, town treasurer, invites bids up to November 12th for the purchase of the following debentures: \$10,000 electric light; \$5,000 waterworks; \$9,200 debenture act; \$4,600 local improvement sewer; \$5,900 local improvement sidewalk.—The Munson property has been sold and it is rumored that a new hotel will be erected on the site.—J. & T. Charlton are preparing to erect 60 dwellings on the property recently purchased from Robert Emerson.

SAULT STE. MARIE, ONT.—F. H. Clergue is said to contemplate the development of 20,000 horse power from the rapids of the St. Mary's river, opposite the ship canal, for which purpose the St. Mary's Fall Power Co. has been incorporated. The plans contemplate the construction of two parallel dykes on the bed of the rapid, to be 3,100 feet long. The fall is about 18 feet. It is proposed to build a railway from the power house on the dyke, and a bridge to connect with the mainland on the American side.

OTTAWA, ONT.—S. L. Kyle intends building a wood working factory on Bridge street.—Plans of the proposed power canal works at the Chaudiere have been submitted to the council.—The site has been staked off by the Dominion Government architect for the proposed mint on Nepean Point. The plans as prepared show a building 165 x 180 feet.—A site for the new geological museum has not yet been decided upon.—The sum of \$3,000 is to be expended in the erection of a monument to the memory of the Ottawa valley soldiers who fell in South Africa.—Tenders are invited by the Department of Public Works up to Friday, November 8th, for construction of a heating apparatus in the post office at Digby, N. S.—Steps are being taken by the city council towards the acceptance of the offer of \$100,000 by Andrew Carnegie for the erection of a library in this city.—Building permits have been granted as follows: D. Cuthbertson, brick veneered dwelling, Albert street, cost \$3,500; A. Carpenter, brick veneer dwelling, Somerset street, cost \$1,000; C. Rivett, brick veneer front to dwelling, 41 Third avenue, cost \$900; Andrew Acres, brick dwelling, 6 O'Connor street, cost \$2,700; A. Fogarty, brick veneer dwelling, 9 Sherwood street, cost \$2,800; S. L. Kyle, brick dwelling, 5 Wellington street, cost \$1,000.—Plans for the new astronomical observatory to be built at the Experimental Farm have been completed, and in the course of a few days tenders for erection will be invited.

MONTREAL, QUE.—The council has given notice of its intention to construct a sewer on Breboeuf street, from Guilford street northward.—It is not likely that the proposed freight sheds for the Grand Trunk Railway will be constructed this year. The plans were prepared some weeks ago, but owing to unavoidable de-

lay in commencing the work it is likely to be deferred until next spring.—The by-law submitted to the ratepayers of St. Louis du Mile End to grant a bonus to the Grothe Cigar Co. was defeated last week.—The congregation of Olivet Baptist church are looking for a site on which to erect a new building. They have been negotiating for a portion of the Western Hospital property, but the governors of that institution have decided to retain the land for the future extension of the hospital.—The harbor commissioners have instructed J. Kennedy, harbor engineer, to prepare a report upon the permanent sheds and derricks which will be required for the equipment of the new piers next year.—The C.P.R. is considering the advisability of double-tracking its system between this city and Farnham and Brigham Junction.—It is understood that P. Lyall & Son, contractors, have submitted a proposition to the council of the Board of Trade to erect the proposed building and to assume the responsibility of financing the project. The building proposed will cost about \$400,000.—Building permits have been granted as follows: H. A. Ekers, alterations to four storey house, 265 Bishop st., cost \$1,300; Sisters of Mercy, one and a half storey house and ice house, St. Andre st., cost \$3,300 (J. Z. Bernard, architect. P. Bernard, contractor); Joseph Malo, one storey house and ice house, cost \$3,000; Mederic Martin, three storey house and factory, Logan st., cost \$1,200 (A. Germain, contractor); Comic Opera Co., of Montreal, alterations to theatre, St. Catherine st., cost \$2,650 (L. R. Montbriand, architect, L. Payette, contractor); A. P. Pigeon, one and a half storey house and warehouse, Hotel de Ville and Ontario streets, cost \$3,000 (L. H. Montbriand, architect, L. Payette, contractor); A. Baumgarten, four storey house, 32 McTavish st., cost \$25,000 (W. E. Doran, architect, Latour Bros., contractors)

TORONTO, ONT.—Gordon & Helliwell, architects, are this week taking tenders for masonry, carpentry, and sheet metal work of house on Crescent road.—T. W. Murray, real estate agent, Bay street, has sold 52 feet of land on Cowan avenue to William Scott, who intends erecting a brick residence.—The Union Trust Co. will build an apartment house on the west side of University avenue, just south of Orde street, the plans of which are in the hands of Gounlock & Baker, architects.—G. M. Miller & Co., architects are preparing plans for the new women's residence to be built on Czar street in connection with Victoria College. Main building will be 120 x 56 feet, with music wing 25 x 40 feet, kitchen pavilion 20 x 35 feet, and janitor's apartments 30 x 30 feet.—The Board of Management of Knox College have just appointed a committee to consider the question of a new building for the library and museum. The erection of a new convocation hall may also be undertaken before long.—At the annual meeting of the Western Hospital directors last week, the need of additional accommodation was

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referred to.—Plans for the science building in connection with the University of Toronto are now under way by the Government architect, F. H. Heakes. The building will be about 280 feet long, with a corresponding depth and wings at either end.—The committee in charge of the movement for the erection of a Roman Catholic church in Parkdale has decided on building an edifice to cost about \$10,000. The site will probably be at the corner of King street and Close avenue. A. R. Denison, architect, last week submitted to the Property Committee plans for improvement to the western cattle market, which were approved of.—The city council has given notice of its intention to construct the following works: Asphalt pavement on Albany avenue, from Bloor to Wells street, cost \$14,750; macadam roadway on Lansdowne avenue, cost \$1,505; macadam roadway on Mutual street, from Wilton avenue to Gould street, cost \$2,280; concrete sidewalks—Bleeker street, west side, Carleton to Wellesley, cost \$1,018; west side Danforth avenue, from Queen street 3,662 feet south, cost \$4,937, and on east side, same distance, cost \$4,969. The city engineer has recommended the construction of an asphalt pavement on Grant street, at a cost of \$4,455.—Building permits have been granted as follows: J. W. Scales, addition to dwelling, 54 Wellington Place, cost \$2,500 (C. J. Gibson, architect); Samuel Crowe, brick residence on Spadina road, near Bernard avenue, cost \$4,700 (Gregg & Gregg, architects); Corporation of Toronto, improvements to cattle market, cost \$10,000; A. Nelson, pair brick dwellings, 428-430 Manning avenue, cost \$4,500 (F. H. Herbert, architect); J. & W. Wighton, residence on Summerhill avenue, cost \$2,300 (J. F. Brown, architect); Harry Ford, pair dwellings, 49-51 Bernard avenue, cost \$4,500; Rev. J. J. Rice, brick dwelling on Walker avenue, near Yonge street, cost \$1,700; A. E. Simpson, brick dwelling, 4 Wellesley street, cost \$5,000 (C. J. Gibson, architect).

FIRES.

Portable sawmill at Welland, Ont., owned by Walter Glendennan; loss \$2,000, insurance \$1,000. Produce ware house of A. A. Ayer & Co. on St. Paul street, Montreal, damaged to extent of \$10,000.—Ludman's sash and door factory at Leamington, Ont., totally destroyed, loss \$10,000.—Grand Pacific Hotel on Notre Dame street, Montreal, damaged to extent of \$10,000.—Spice mill of Dalton Bros., corner of Front and Princess streets, Toronto, partially destroyed, loss \$8,000.—The Wigle House at Leamington, Ont., partially destroyed, loss covered by insurance of \$4,000.—About 70 buildings in the village of Sydney, N. S., were destroyed by fire on Saturday last, at an approximate loss of \$300,000. Some of the losers are: John McLeilan, residence; Gordon & Keith, furniture; Blanchard, Bentley & Co., dry goods; Prowse Bros. & Crowell, departmental store; Union Bank of Halifax; T. Pistone, hotel; C. P. Moore, hardware; O. E. Weeks, harness shop and residence; John McKinnon, two

residences; J. P. Conway & Co., hotel; residences of F. A. Crowell, A. McQuarry, C. W. Hill, Mrs. McNeil and Mrs. McGinnis. Most of the people burned out will rebuild. A. D. Ingraham states that he will commence at once the erection of a brick building. Residence of John Johnson at Fredericton, N. B., loss \$3,000. Dixon's drug store on Main street, Winnipeg, totally destroyed. Foundry of Beach & Co., at Winchester, Ont., damaged to extent of \$3,000.

CONTRACTS AWARDED

WATFORD, ONT.—E. Van Auken has let the contract for a new residence to T. Howden.

KINGSVILLE, ONT.—For construction of sewers on Division street the contract has been let to C. Johnson.

PENETANGUISHENE, ONT.—Dr. Bowman has let the contract for two dwellings to N. Payette.

COLLINGWOOD, ONT.—Bryan Bros. have secured the contract for a new building for Charles Cameron.

YARMOUTH, N.S.—Burrell & Johnson, of this place, have been given the contract to build a steamer for the Dominion Government.

SUTHERLAND'S CORNERS, ONT.—E. McCann & Sons, of Dorchester, has secured contract for building new church at this place.

MOOREFIELD, ONT.—The contract for a new steel bridge at this place have been let to the Warren Steel Truss Bridge Co., of Hamilton.

FREDERICTON, N. B.—The Department of Public Works have awarded the contract for steel superstructure of Andover bridge to Dominion Bridge Company, Montreal.

MONTREAL, QUE.—James Cochran has been awarded the contract by the Harbor Commissioners for 41,000 tons of scoria blocks for paving the wharves; price, \$33,046.

BROCKVILLE, ONT.—The Pan American Exposition authorities have awarded the "Kelsey" warm air generator, as manufactured by the James Smart Co., of this city, a silver medal and highest award for warm air heating apparatus.

OSHAWA, ONT. The following are the lowest tenders received for proposed House of Refuge. Mason work and excavation, Thos. Deverall, sr., \$5,925; carpenter work, A. B. Coleman, Burlington, \$6,950; plumbing and heating, W. Mashinter, Toronto, \$2,949; roofing and slating, A. Mathews, Toronto, \$967; painting, J. Lennington, Toronto, \$210; electric wiring, W. J. McGuire, Toronto, \$210.

PETERBOROUGH, ONT.—The contract for the construction of mill buildings for the Central Milling Co. has been let to Gordon & Finney, of this town. The main building will be four stories 40 x 50 feet. The Stratford Mill Building Co. will supply the machinery.—Hugh Burnett, of this town, has been awarded the Government contract for construction of dam on the Otonabee river at the locks below Little Lake cemetery, probable cost \$18,000. The dam is to be 309 feet in length, of concrete, with steel beams.

OTTAWA, ONT.—Tenders were received by the city council as follows for drainage works: Somerset street drain Preston to Division: W. E. Cain, \$1,440 lump tender; rock excavation, \$1,550 total, \$2,990; Thomas McLaughlin, \$1,000.50, lump sum; rock excavation, \$1,395; total \$2,485.50. Pine street, til

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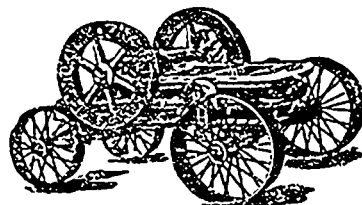
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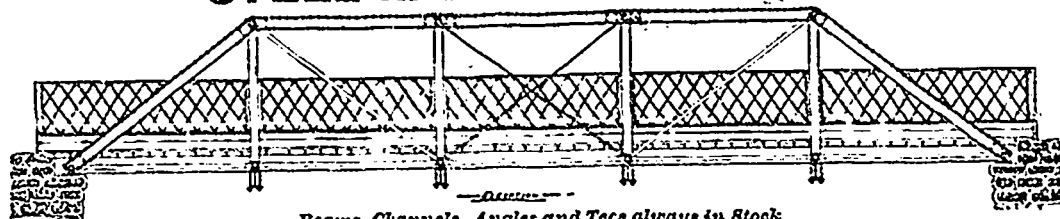


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pipe sewer, Preston to Rochester streets; W. E. Cain, lump sum, \$635; rock excavation, \$562.50; total, \$1,197.50; Phos. McLaughlin, lump sum, \$413.25; rock excavation, \$562.56. In each case the tender of Mr. McLaughlin was accepted.—Jos. Bourque, of this city, has secured the contract for building a church in the parish of St. Esprit, Montcalm county, to cost about \$50,000.—The contract for heating apparatus for public building at Hochelaga, Que., has been let to Alexander McKay.

Michael Cummings to Richard Haywood, same as preceding parcel; sale price \$650.

NEW BRICK MACHINE.

Mr. D. A. Keiser, C. E., of Winnipeg, has invented a brick machine which is considered to possess considerable merit. Mr. Keiser has spent some 27 years studying the art of brick making and experimenting with a view to producing a machine which would turn out bricks in a more satisfactory manner than those at present in use. As a result of this he is now showing a machine which for simplicity, continuous motion and quality of work done would appear to be superior to many now on the market. This machine has a guaranteed capacity of 200,000 pressed brick per day, and under favorable conditions will put through 1,000

cubic yards of clay per day, equal to over 400,000 bricks. It can make 24 different designs of brick at the same time, ranging from one-quarter inch to three inches in thickness and in size up to 30x9 inches, and has a self-registering attachment which will record the number of bricks by thousands. Portable moulds are not used, sand does not require to be used for the purpose of extracting the bricks from the moulds, the conveyers which carry the bricks from the machine direct to the kiln can be made to extend 1,000 feet from the machine if necessary, and by this means the pressed brick can be carried to several kilns at the same time. These conveyors save the expense of handling the bricks separately, and together with the device for pushing the bricks out of the moulds there is practically no loss by broken or poorly formed brick.

REAL ESTATE TRANSFERS.

The following recent transfers of vacant property in Toronto are recorded: John Rundle to Edwin J. Kirby, 20x132, north side Pearson avenue, being west part lot 1, plan 585, assessed at \$200. City of Toronto to John A. Nesbitt, 3x132, east side Westmoreland ave., being lot 8, block K, plan 622, also 3.11x120, east side St. Helen's avenue, being lot 16, plan 352; also 40x120, south side Dundas street, being lot 55, plan 178, also 50x116, west side North Sully street, being lot 24, block F, plan 430; also 50x116, west side North Sully street, being lot 23, block F, plan 430; also 3x120, east side St. Helen's avenue, being north part lot 63, plan 583, total assessment \$1,445. City of Toronto to John A. Nesbitt, 1x110, north side Dundas street, being lot 15, plan 798, tax sale price \$30. Dr. Daniel Clarke to Andrew Nelson, 1x139, east side Lansdowne ave., being lot 8 and northerly 20 feet lot 7, plan 453, sale price \$1,700. Moses Leslie to Michael Cummings, 1x120, south side Wallace avenue, being lot 42, plan 516, roughcast house, sale price \$1.

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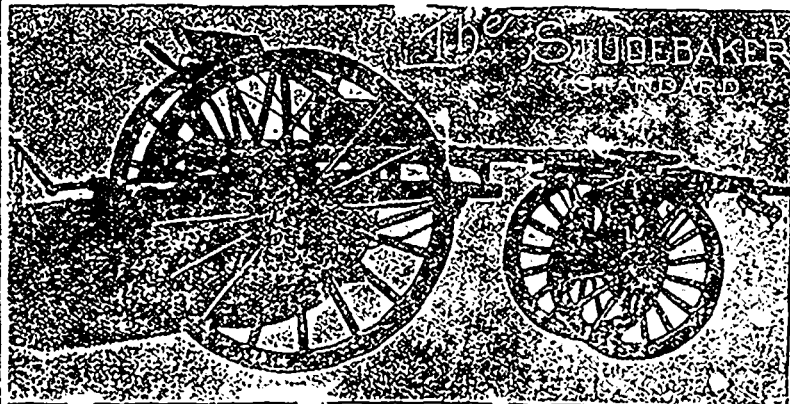
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CEMENT CONCRETE FLOORS.

By SANFORD B. THOMPSON, ASSOC. M. AM.
SOC. C. E.
(Continued from last week.)

When a number of consecutive stones are thus laid, i. e., after the alternate stones have been filled in, the joints between them are cut by means of a small pointing trowel, which should be at least 4 inches in length, so as to extend through the entire thickness of the concrete, to prevent the bonding together of any two stones. A groove is then made along the line thus formed with a special tool having a flat surface, with a triangular ridge in the centre. The surface as left by the plasterer after the final troweling should be perfectly smooth and uniform.

If desired to obtain a darker color, the top or wearing surface may be colored by mixing a small proportion of lampblack with the sand and cement of which it consists.

If a vertical face is required at a doorway or for a drain, a form consisting of a 10 inch plank may be placed on edge at the proper location, and behind this plank a 1 inch or 1/2 inch board may be loosely set flush up against it. The coarse concrete of which the base of the floor proper is made is then placed back of the board, and when it has sufficiently set to stand alone the board is withdrawn, leaving a 1 inch or 3 inch vertical space between the 2 inch plank and the rough concrete. This space may then be filled with mortar like the wearing surface, and when sufficiently set the plank removed and the surface polished. The thickness of the concrete for this curbing depends upon the nature

of the shocks to which it is to be subjected. It should have a sub-foundation similar to the foundation for the floor proper, unless the soil does not require this, and it should generally be thicker than the thickness of the floor.—Paper Trade Journal.

GOOD ROADS.

Mr. George Moore, the well-known agricultural lecturer and assistant editor of the "Journal of Agriculture", has contributed the following interesting observations on this most important subject to the Quebec Telegraph:—

"The ancient Romans evidently knew that roads are the arteries of commerce, along which flow the life streams of a nation. As soon as they took possession of Great Britain they set to work to make two great roads across the island, and so substantially were these constructed that they remain to this day, and in many parts of the country can be easily traced, monu-

ments of the enterprise and wisdom of a people long passed away. One of these roads, the most important, "Watling Street," ran across the southern portion of Great Britain. Beginning at Dover, it ran through the Island by way of Canterbury and London to Chester, and in London and some other places it still retains its ancient name. It was, no doubt, built by the Romans for military purposes, in the first instance, but adopted for travel by the Anglo-Saxons as a general highway.

"The necessary expense of keeping highways in repair was borne by those

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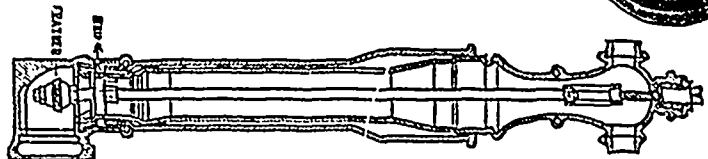
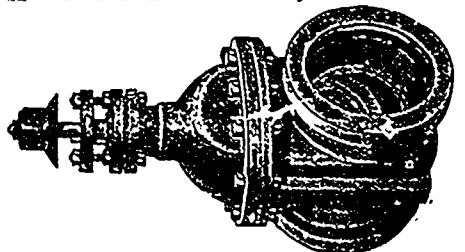
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who travelled on them and, to collect this, turnpikes or toll-gates were erected, and a house for a man to live in to collect the tolls. This plan is not, however, quite just in its practical working, because these toll-houses could not be very close together and were usually placed at the entrance to a town or village, consequently the man who lived only a mile or two out of it, and only used a small portion of the road, had just as much to pay as the one who used a number of miles every time he came to town.

"Then turnpike trusts were established and capitalists invested their money in them and made profit out of the money that was collected by individuals for the necessary repairs of the roads. There is no doubt that to place the care of the highways in the hands of the farmers is the best method. Give them encouragement in the shape of state aid to assist them in making new roads or alterations in the old ones as occasion demands, and seeing that the profits of the farm are increased as the cost of transportation of produce and material required for its growth is decreased, far-seeing farmers will not grumble to pay a reasonable road tax if it is properly expended, and to this end a reliable path master, as in the old countries, should be selected for, say, three to five miles of road, or of the farmers of the parish who should be paid for his services as he renders them and make repairs on a small scale as necessity for doing so promptly arises. Of course these path-masters should be accountable to the road commissioners, and undertake no important work without their sanction.

"The term highway implies that roads should be raised above the land they pass over, and to do this what is called road metal should be used. It is impossible to make and keep a good road that is made only of the dirt they pass over, or if they are not made higher in the middle so

that water may run off after heavy rain, otherwise leaving gutters or puddle holes in the roadway.

"In most localities in this Province stones are plentiful enough in the fields, and nothing will pay the occupier of stoney fields better than to gather the stones up and use them for road-making, not put them on to the roads promiscuously, but in such order as the path-master or commissioner may require, because what is everybody's business is nobody's, and roads can be easily spoiled by putting material in the wrong place. The man who is appointed to look after the roads, if he does his duty, will make himself familiar with the best methods of road-making and should not be changed. Every farmer should know that it was to his advantage to have good roads for himself, and if he thinks proper of his social position will consider that in this respect his neighbor will benefit by his attention or suffer from his neglect. So, if the roads are kept in repair by fair taxation, he will never grumble to pay his share of an honest road tax or to provide such material or do such work cheerfully as may be required, if left to him.

"When a road is well made and the drainage good, as it should be, it can be kept in repair at a little expense if practically and systematically attended to, but like everything else, if allowed to get out of repair, it will cost a larger expenditure of time and money to put it right. The value of property is greatly enhanced by good roads. A stranger coming into a place to buy a property would take this into consideration and would pay more for it than if the approach to it was difficult and dangerous by reason of roads so rough as to make travelling over them unpleasant, let alone the extra cost in the wear and tear of vehicles and horses, in getting manure to the land or the produce from it.

"This question of good roads is of so

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much importance that it should be kept continually before the people and discussed at every suitable opportunity. Farmers have it in their own hands to improve their conditions and that of their successors, and of contributing to the up-building of Canada as a model country, by taking an active interest in this matter of road-making and keeping their roads in repair."

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This machine, which cost about \$4,000, was built in the C.N.R. shops in Winnipeg, and is regarded by railway men and contractors as one of the achievements of the present century in the line of railway construction. It is claimed for it that it can easily do the work of 100 men, and will lay one mile of ties and steel per hour.

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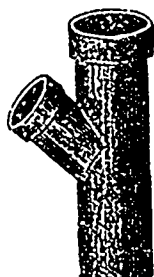
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THE VANCOUVER B. C. SEPTIC TANKS.

The Vancouver septic tanks are three in number, and were designed to treat the sewage from districts having populations of 5,000, 3,000 and 2,000 respectively. They were constructed in 1900 from plans furnished by the Septic Tank Syndicate, and the first was put in operation about the beginning of the current year, the others being started a week or two later. The effluent is discharged into salt water without further treatment. The city scavengers have been dumping nightly into one of the tanks five or six loads of night soil, and although this was the last tank to be put in service, its effluent is the clearest.

The general type of the tanks is shown in the accompanying sketches. Some changes were made in the original plans to avoid the use of wood covering for the inlet and effluent channels, the walls being carried up and arched over, leaving only the necessary manholes appearing on the surface. The masonry is a concrete of two parts of portland cement, three of sand, two of fine gravel and four of broken stone. After the concrete was well rammed, it was finished with a thin coat of 1:2 portland cement mortar. The finish was put on both sides of all walls and arches, and also on the floors of the tanks and other compartments. Earth has been filled over the tanks, graded and seeded, so that there is nothing offensive or unsightly about them on the surface of the ground.

No analyses of the sewage or effluent have yet been made, but the practical results of the septic action are apparent. In a recent letter Col. Thos. H. Tracy, city engineer, stated that the tanks had then (September) been in use about eight months, and their operation was quite satisfactory. The scum on the surface increased rapidly during the warm weather, and the bacterial action became more decided. Only one complaint had been made of any odor, which, on investigation, was traced to the odor from an outlet manhole of one of the tanks, due to the backing up of the tide. There was not the slightest odor from the tank itself

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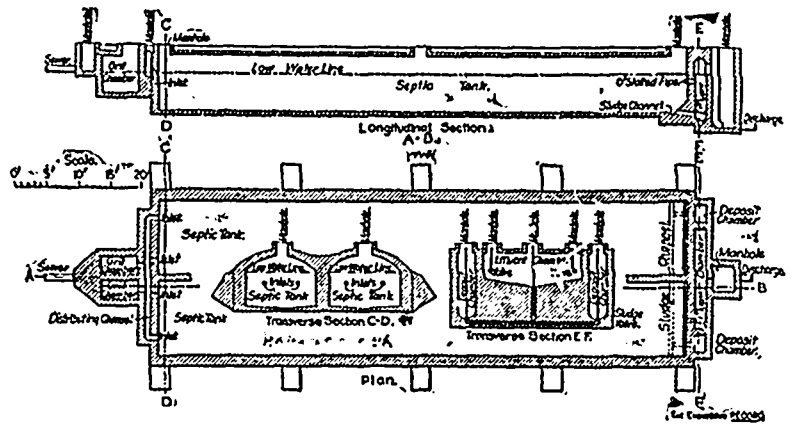
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when the manhole covers were taken off. "Our experience here would go to prove," Colonel Tracy writes, "what might naturally be expected, that the best results will not be obtained until the tanks are in operation at least six months, including part of the summer season."—Engineering Record.

The proposal of the Fire, Water & Light Committee of Winnipeg, Man. to submit a

cost of such a plant, and the city solicitor are preparing a draft bylaw for submission to the ratepayers in the matter, both of which will be submitted at the meeting of the Council.

Mr. Charles Baillarge, city engineer of Quebec, met with an accident in Toronto recently while boarding a street car. It was taken to the emergency hospital and subsequently to his home in Quebec where he is rapidly becoming convalescent.



VANCOUVER SEPTIC TANK SYSTEM.

bylaw for the inauguration of a municipal gas plant for general use of the citizens has created considerable interest. Commissioner Stuart, who has had great experience in connection with the gas business, is busy preparing an estimate of the

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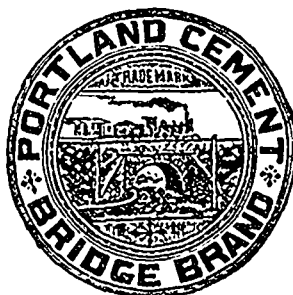
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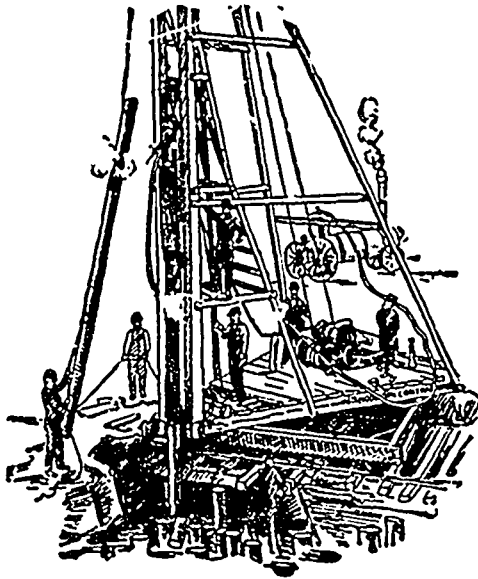


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