

CANADIAN CONTRACT RECORD

A WEEKLY JOURNAL

EVERY

PUBLIC WORKS • TENDERS
ADVANCE INFORMATION
AND MUNICIPAL PROGRESS

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.

VOL. 13.

NOVEMBER 5, 1902

No. 38

THE CANADIAN CONTRACT RECORD,

PUBLISHED EVERY WEDNESDAY

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Advertising Rates on application.

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

To Builders

Tenders will be received until noon of SATURDAY, 8TH INST., for the erection of a Large Summer Cottage, Launch House and Boat House, on an island in Lake Joseph near Port Sandfield.

BURKE & HORWOOD, Architects,
28 Toronto Street, Toronto.

WOODEN BLOCK PAVEMENT

Tenders will be received by the undersigned up to 12 o'clock, noon, of MONDAY, THE 17TH DAY OF NOVEMBER, 1902, for the construction of about 1,000 lineal feet of Wooden Block Pavement (blocks to be chemically treated), about 24 feet wide, on a Concrete Bed and Sand Cushion, with combined Concrete Curb and Gutter, on William Street, from the south side of Colborne Street to the north side of Stanley Avenue, in the City of Chatham, Ontario, according to plans and specifications on file at the City Clerk's office in said city.

Tenders must be accompanied by a marked cheque for 10 per cent. of the tender.
Contractor to furnish material of every description for the work.

The lowest or any tender not necessarily accepted.

W. G. MERRITT,
City Clerk.

Dated October 25th, 1902.

Town of Lindsay

Sealed tenders will be received at the Town Clerk's office up to noon on FRIDAY, NOVEMBER 7TH, 1902, for the construction of about

45,000 Square Feet of Cement Sidewalks

in the Town of Lindsay. Specifications may be seen and form of tender obtained at the office of the Town Clerk.

A marked cheque for five per cent. of the tendered price must accompany each tender, and will be returned when contract is awarded.

The lowest or any tender not necessarily accepted.

JOHN O'REILLY,
Chairman Board of Works.
JAMES M. CHALMERS,
Town Engineer.

TENDERS TO EXCAVATORS

Tenders will be received by the undersigned up to FRIDAY, NOVEMBER THE 7TH, at 5 p. m., for the excavation required in connection with the erection of a Large Warehouse Building on King Street West. Plans and specifications may be seen and all information obtained at the offices of the architect.

The lowest or any tender not necessarily accepted.

GEO. W. GOUINLOCK, Architect,
Suite 1108 Temple Building.

TENDERS To Contractors

Tenders will be received by the undersigned up to SATURDAY, THE 8TH, at 12 o'clock, noon, for the several trades required in the erection and completion of a Small Residence in the northern part of the City. Plans and specifications may be seen and all information obtained at the offices of the Architect.

The lowest or any tender not necessarily accepted.

GEO. W. GOUINLOCK, Architect,
Suite 1108 Temple Building.

CONTRACTS OPEN.

ST. BONIFACE, MAN.—J. Desourdis is taking tenders on erection of school house.

BEACHBURG, ONT.—Walter and Robert Little will build a saw mill in the Temiscaming district.

COBDEN, ONT.—Plans are being prepared for a new bridge to replace the present structure over Gould's Creek.

SHERBROOKE, QUE.—James R. Woodward is taking steps to incorporate a company to establish smelting works here.

MARYSVILLE, N.B.—It is reported that Alex. Gibson contemplates making extensive improvements to his saw mill property.

CAMPBELLFORD, ONT.—D. C. West, village clerk, desires bids by November 20th for purchase of \$20,000 debentures.

SMITH'S FALLS, ONT.—G. T. Martin, architect, has prepared plans for a new Presbyterian church at Balderston's Corners.

PORT PERRY, ONT.—H. J. Bowman, C. E., of Berlin, has prepared plans for a waterworks system for this town, to cost \$20,000.

SHAKESPEARE, ONT.—The Presbyterians intend erecting a new church to take the place of the two churches now in existence.

BOUCK'S HILL, ONT.—George Lane, clerk Williamsburg township, invites bids up to 22nd inst. for purchase of ten debentures of \$37.65 each.

AYLMER, QUE.—The question of buying the waterworks system is under consideration by the council, and if

carried out an electric light plant may be installed.

OWEN SOUND, ONT.—The Sun Cement Co. intend making additions to their plant. The Imperial Cement Co. may also increase their capacity next spring.

PARRY SOUND, ONT.—The Parry Sound Lumber Company have asked for exemption from taxation on the proposed sash and door factory to be built at Jenkin's Point.

THESSALON, ONT.—George L. Burtis, of Munising, has made arrangements with the town to erect a large saw mill here, and work will be proceeded with at once.

ST. THOMAS, ONT.—Surveys are being made for the extension of the Lake Erie and Detroit River Railway from this city to Buffalo, for the use of the Pere Marquette Railroad.

FREDERICTON, N. B.—The provincial government is taking tenders up to 17th inst. for repairing McClary creek bridge, Bull creek bridge and Acker creek bridge, in Carleton county.

BADDECK, N.S.—The North River Pulp & Lumber Co. are about to build a pulp mill costing about \$750,000. The selection of a site is now engaging the attention of the company's engineer.

ARROW HEAD, B. C.—It is understood that Theodore Ludgate and Angus McLeod, the latter of Bracebridge, Ont., will not commence the erection of their proposed saw mill here until next spring.

AMHERST, N. S.—At a meeting of citizens last week a committee was appointed to obtain plans and estimate of cost for building a hospital. Hon. R. B. Dickey has offered to give a free site.

CHARLOTTETOWN, P. E. I.—W. C. Harris, architect, has prepared plans for a block of buildings to be built in North Sydney by A. C. Bertram and for Episcopal churches at North Sydney and Whitney Pier.

ELMIRA, ONT.—The construction of a waterworks system to cost \$14,000 is under consideration. The supply for domestic purposes is to be secured from the Canagigue river. Daniel Ratz is reeve of the town.

PETERBOROUGH, ONT.—It has been decided to submit by-laws to the ratepayers to grant assistance to the Colonial Weaving Co. and the Skelton Shovel Mfg. Co., both of which propose to establish factories here.

NEW WESTMINSTER, B. C.—The New Westminster, Chilliwack Delta & Vancouver Railway Co. has been formed, to build a railway between the points indicated by the name. P. F. Venables and F. Colthard, of this city, are interested.

HULL, QUE.—The International Cement Co. last week purchased the old golf grounds as a site for the proposed cement works. The persons behind this scheme are chiefly those interested in the new cement works at Durham.

PELEE ISLAND, ONT.—William Stewart, Township Clerk, will receive applications up to November 26th for position of engineer to operate and superintend the pumping machinery of the Big Marsh draining system.

LITTLE CURRENT, ONT.—Mr. Mann, C. E., has completed the work of surveying the line of the Manitoulin and North Shore Railway from Whitefish river to this town, and it is expected that contracts for construction will be awarded very shortly.

THOROLD, ONT.—The council has taken favorable action towards granting a loan of \$5,000 to G. W. Brown and W. G. Finlay for the erection of a paper mill, to be brick, stone foundation, 134x40 feet, with two-storey annex 114x40 feet.

SAULT STE. MARIE, ONT.—It is understood that P. J. Hendry, of the Clyde Iron Works, Duluth, Minnesota, is desirous of establishing a Canadian factory for the manufacture of lumbering appliances and that he will shortly submit a proposition to the council of this town.

HAMILTON, ONT.—The Cataract Power Co. are said to be making arrangements to extend their electric road from Burlington to Oakville.—M. Brennan & Sons have purchased property at the corner of Ferguson avenue and King William streets and may rebuild their planing mill.

ST. JOHN, N.B.—The council has decided to construct a 12-inch water main from Union street, along the north side of Queen Square to Charlotte street, at cost of \$9,000.—L. G. Crosby purposes building a brick warehouse on the corner of Water and Prince William streets.—It is reported that the C. P. R. will erect a large hotel in this city.

TORONTO JUNCTION, ONT.—Heinzman & Co. have commenced the excavation for their new building on Van Horne street.—The Union Stock Yards Co. have asked the provincial government to guarantee their bonds to the amount of \$200,000, the funds to be used for the erection of an abattoir.

MONCTON, N. B.—D. Pottinger, Manager Intercolonial Railway, will receive tenders up to 12th inst. for erection of new station, remodeling of existing station and moving freight house and foreman's dwelling at Metapedia, Que.—Mr. Pottinger will also receive tenders up to 12th inst. for construction of concrete abutments, with pile foundation, for two railway bridges at the west branch of the Pomquet river, in Nova Scotia.

HALIFAX, N.S.—It is expected that the building of St. Mary's Sunday School will be commenced in the spring.—Messrs. J. C. Dumaresq & Son, architects, are preparing plans for a factory for Clayton & Sons, three-storeys, 200x75 feet, a foundry building for C. R. Hoben, a Glebe House for St. Agnes church, residences for Geo. Wright, Dr. Mader and Frank Colwell, alterations to building at Schenbencadie for Royal Bank of Canada, and to building in Halifax for J. M. Power.

VICTORIA, B. C.—It is reported that the C. P. R. have had plans prepared for a fine new hotel to be erected in this city. It is also reported that the British Columbia Electric Railway Co. intend building a new hotel to replace the Mount Baker House.—The Bella Coola Pulp and Paper Co. has filed articles of incorporation at Tacoma, Wash., with

Charles W. Thompson, R. M. Thompson, Mark Smaley and two others as trustees. The company purpose establishing a pulp mill in British Columbia.—Tenders for the Point Ellice bridge closed on October 27, but the opening of tenders was deferred for a week.

LONDON, ONT.—Preliminary arrangements are being made for the building of the London, Aylmer and Port Burwell Electric Railway. A company has been formed for the purpose under the name of the Aylmer Construction Co., Limited. W. E. Stevens, barrister, of Aylmer, and M. E. Lyon, warden of Elgin county, are interested.—D. S. Perrin & Co. have purchased property extending from Dundas street to Carling street and purpose building a biscuit factory, five storeys and basement and equipped with modern baking machinery.

QUEBEC, QUE.—Local capitalists are discussing the question of building a modern summer hotel at Lake St. Joseph. Plans have already been prepared by H. T. Hughes, assistant engineer of the Quebec and Lake St. John Railway, and show a building 158x108 feet, containing 100 rooms.—The annual meeting of the shareholders of the Quebec & New Brunswick Railway Co. was held on October 29th, Hon. John Costigan presiding. The proposed road will be 138 miles in length, from St. Francis, N. B., to Chaudiere Junction, South Quebec. Subsidies have been granted by the Dominion and New Brunswick governments.

WINNIPEG, MAN.—I. Benneto & Co. have purchased 40 feet of the Trinity Church property on Portage avenue and intend erecting a fine building next year.—The Rat Portage Lumber Co., of Rat Portage, Ont., have commenced to excavate for a mammoth saw mill to be built at St. Boniface.—J. H. G. Russell, architect, has prepared plans for a warehouse to be built by Sutherland & Campbell, on corner of Princess and Banatyne streets, to be brick and four-storeys high. Building operations will commence next spring.—The Northwestern Investment Co. has purchased the Great-West Life Block, standing between the Bank of Hamilton and the Bank of Commerce. As soon as the present leases expire the building will be remodelled and extended.

VANCOUVER, B. C.—It is stated that building is to be commenced immediately on a new saw mill just east of the McNair mills.—Ald. Wilson and S. J. Crowe have purchased the Southern Block on Hastings street and intend erecting a fine three-storey block on the property.—The Railway Committee of the Privy Council at Ottawa has granted permission to the Victoria, Vancouver & Eastern Railway & Navigation Co. to construct branch lines to Columbia and Grand Forks.—The Grand Jury have recommended that a new court house be erected.—It is reported that J. M. Poitras, late of the North Pacific Lumber Co., will build a saw mill at some local point.—It is stated that there is some probability of a large hotel being erected on the corner of Homer and Hastings streets.—The Canadian Pacific Railway Co. purpose making extensive alterations and additions to their tourist hotels in the mountains. At Glacier it is intended to erect an addition comprising 60 sleeping rooms, and this annex will be located so as to conform to the arrangements already made for the new hotel to be built there, plans for which have already been prepared. At Lake Louise an addition of thirty rooms for guests, a separate building for the servants, ice and cold storage rooms and commodious stables will be built. Lesser improvements are to be made at the Emerald Lake Hotel.

OTTAWA, ONT.—It is understood that extensive improvements will be made to the drill hall in this city and new heating apparatus installed.—The directors of St. Patrick's asylum are considering the question of providing more accommodation by the erection of a wing, to cost between \$10,000 and \$20,000.—The waterworks committee of the city council have refused the request of the Bronson Co. for permission to construct power canals on Middle and Heald streets.—The city engineer has recommended that a horseshoe dam around the Big Chaudiere Falls be constructed, at an estimated cost of \$50,000.—W. D. Morris contemplates the erection of two fine residences on the corner of Somerset and Cartier streets.—The proposed Thompson block at corner of Sparks and Metcalf streets will be commenced next spring. The plans show a six storey building, entirely fire-proof, with banking and large restaurant apartments and costing about \$150,000. The owners are G. F. and A. W. Thompson.—It is understood that J. R. Booth has decided upon the general plan for the central depot and that work will be commenced about February 1st.—Rev. R. C. Horner has purchased the property on corner of Waverley and Bank streets and intends erecting a college and general headquarters for the Hornerite sect.—An apartment house will be built next spring on Bank street by Harry Bate.—The public library committee favor the Clemow property, corner Maria and Metcalf streets, as a site for proposed public library.—Recent building permits include the following: S. L. Richard, brick-veneered dwelling, Cumberland street, cost \$3,200; Trustees Erskine Presbyterian church, brick-veneered manse, Concession street, cost \$3,000; J. F. Burnett, brick-veneered double house, Gilmour street, cost \$3,500; W. J. Kennedy, three brick dwellings, Vittoria street, cost \$5,000; J. A. Gemmell, stone and brick dwelling, Vittoria street, cost \$2,500; John Sutherland, brick-veneered dwelling, Waverley street, cost \$2,700.

MONTREAL, QUE.—The need of new fire stations in the centre of the city and to replace No. 9 station will be considered at an early meeting of the fire committee.—At the annual meeting of the governors of Notre Dame Hospital last week, it was stated that the erection of a new hospital in Lafontaine park would be commenced next spring.—The Locomotive & Machine Co., of Montreal, recently incorporated with a capital of \$1,000,000, will probably locate their works at Longue Pointe. M. J. Haney, of Toronto, and J. T. Davis and Michael Connolly, of this city, are interested.—Plans are in course of preparation by the Grand Trunk Railway for the reconstruction of Bonaventure station.—G. A. Monette, architect, is calling for tenders for electric wiring of house on Souvenir avenue for B. Ethier.—Building permits have been granted as follows: S. Chennervert & Co., two three-storey houses,

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MUNICIPAL
DEBENTURES

Dorion street, cost \$4,500; C. Gelnas, two-storey house, City Hall avenue, cost \$1,000; S. Carsley Co., five-storey factory, corner Mount Royal ave. and Drolet street., cost \$9,000 (A. F. Dunlop, architect, L. Beaudry, contractor); G.T. R., alterations to freight shed, corner Albert street and Chaboillez Sq., cost \$10,000; Corporation de l'Ecole Polytechnique, foundation for building, St. James Square, cost \$16,000 (E. Vanier, architect, O. Martineau & Son, contractors.)

TORONTO, ONT.—The Dominion Paper Box Co. have purchased the lot on King street west, adjoining the Toronto Lithographing Co.'s building, and are having plans prepared for a fine new building to be built thereon.—It is again reported that a new building will be erected by the C.P.R. on the south-east corner of King and Yonge streets.—The council has given notice of its intention to carry out the following works: Brick pavement on lane first west of Bay street, running south from Wellington street, cost \$1,675; macadam roadway on St. Vincent street, from Grenville to Grosvenor, cost \$460; macadam roadway on Strachan avenue, from King to Queen, cost \$2,190; cement concrete sidewalk on north side Station street, York to Simcoe, cost \$1,182; east side Strachan avenue, King to Queen, cost \$1,853; east side Clinton street, from a point 385 feet north of Harbord to Bloor, cost \$1,246.—Negotiations are under way looking to the establishment at Ashbridge's Bay of smelting works for the manufacture of steel and iron. The syndicate is composed of Boston, New York, Toronto and Montreal capitalists, who will undertake to erect buildings to cost about \$150,000.—The Ontario Government is having plans prepared for a new building in connection with the Normal School, to accommodate the manual training and domestic science departments.—The Mayor is endeavoring to arrange an interview with the Minister of Militia with a view to urging the erection of a suitable building at the armouries for the accommodation of the cavalry.—It is the intention of the Governors of the Western Hospital to erect, at an early date, a new wing with accommodation for at least 100 beds.—The city engineer has recommended the purchase of another dredge, probable cost \$50,000. He reports that a wooden bridge over the railway tracks at foot of Yonge street would cost \$10,000 and a steel bridge \$30,000.—The Canadian Bank of Commerce purpose making extensive additions to their building on King street. An addition on the south side will provide increased banking accommodation, and a one-storey building facing on Melinda street will be used as a printing and stationery office.—Ald. Richardson has moved in council that a by-law be submitted to the ratepayers next January to raise \$90,000 to divert the Don river so that it will discharge into Ashbridge's Bay.—Building permits have been granted as follows: J. B.

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Stewart, pair residences, 100-2 Walmer road, cost \$5,000; Kenneth Gross & Co., three brick dwellings, 694-8 Euclid avenue, cost \$6,000; J. & T. Dempster, brick shed, corner Dovercourt road and Argyle street, cost \$1,200; Thomas Wright, brick dwelling, 23 Chicora avenue, cost \$2,800; F.R. Smith, brick dwelling, Madison avenue, near Dupont street, cost \$3,800; S. J. Graydon, two brick and stone dwellings, 121-3 Howland avenue, cost \$5,000; Ald. Jos. Oliver, brick dwelling, Sherbourne street, near Bloor, cost \$6,500; F. S. Mallory, pair dwellings, Roseberry avenue, near Bathurst street, cost \$3,600; Toronto General Hospital, alterations to dwelling, corner River and Taylor streets, cost \$1,000; F. P. Solomon, residence, Russet avenue, near Bloor, cost \$1,200; E. F. Philips, dwelling, 209 Bin avenue, cost \$1,000; J.T. May, residence, 119 Delaware avenue, cost \$2,500; George Philips, pair detached dwellings, 548 and 550 Huron street, cost \$5,000; E. Taylor, pair dwellings, 473 and 475 Dovercourt road, cost \$3,500.

FIRES.

Planing mill of Simpson & Peel on St. Philip street, Montreal, almost totally destroyed; loss \$25,000.—Crystal Hall at Buckingham, Que., a building 100 x

40 feet, totally destroyed.—Building at Hespeler, Ont., owned by John Zyrd, partially destroyed.

CONTRACTS AWARDED.

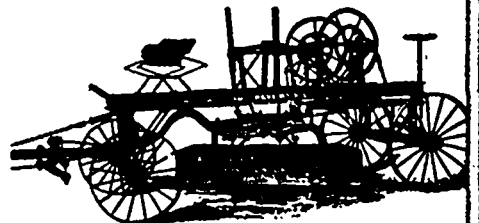
WINNIPEG, MAN.—C.P.R. Hotel at Lake Louise: J. A. Kernahan, this city, successful tenderer.

MONTREAL, QUE.—House on Souvenir avenue for B. Ethier: Architect, G. A. Monette; roofing, George W. Reed & Co.; plumbing and heating, Cadieux & Briard.

BRANTFORD, ONT.—New buildings for the Cockshutt Plow Company: Canadian Construction Co., of Toronto, successful tenderers; price said to be in the neighborhood of \$100,000.

MOUNT FOREST, ONT.—New moulding factory: Carpenter work, Leslie Bros.; brick and masonry, Pat-

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ton & Sons; tinsmithing, Scott & Murphy; painting, George Boulding.

HALIFAX, N.S.—J. C. Dumaresq & Son, architects, have awarded the following contracts: School for the Blind, to D. A. Marshall & Sons; heating and ventilating of Truro Academy, to F. Dexter & Co., Truro.

VANCOUVER, B. C.—Dessette & Fox, this city, have secured contract for building forty-room annex to the Mount Stephen Hotel at Field. The improvements will include a cold storage plant and an electric lighting and steam heating plant.

SYDNEY, N.S.—The plans and specifications of Chappell Bros. & Co., Limited, architects and builders, Sydney, C. B., have been accepted for the new rink to be built at North Sydney and also one at Glace Bay. The contracts have been awarded to J. D. McDougall and McDonald & Sillis respectively.

WELLAND, ONT. — Tenders for construction of Montrose bridge were received as follows: Superstructure, Hamilton Bridge Co., \$8,117 (accepted); Canadian Bridge Co., \$8,440. Substructure, Jos. Battle, \$11,498.50 (accepted); Jacob Lovell, \$17,300; Rowan & Elliott, \$11,997; Freeman Hodgkins, \$11,559.

TORONTO, ONT. — Electric Light plant for city hall; Generator, Canadian General Electric Co., Toronto; engine, Watrous Engine Co., Brantford. — The Temiscaming and Northern Ontario Railway Commission have awarded the contract for the supply of 175,000 ties for the construction of the railway to Thomas Wallace, of North Bay.

DATE OF PUBLICATION.

Architect, 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.

David Quelet and Pierre Levesque, architects, Quebec, have formed a partnership under the name of Pierre & Quelette.

Incorporation has been granted to the Londonderry Iron & Mining Co., Limited, with a capital of \$1,000,000, the purpose being to acquire and operate the property formerly forming the assets of the Londonderry Iron Company at Londonderry, N.S. The incorporators include G.E. Drummond, T.J. Drummond, F. C. Henshaw, J. T. McCall and Edgar McDougall, all of Montreal.

DEBENTURES

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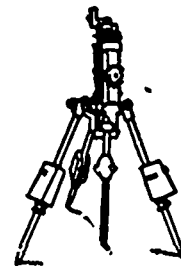
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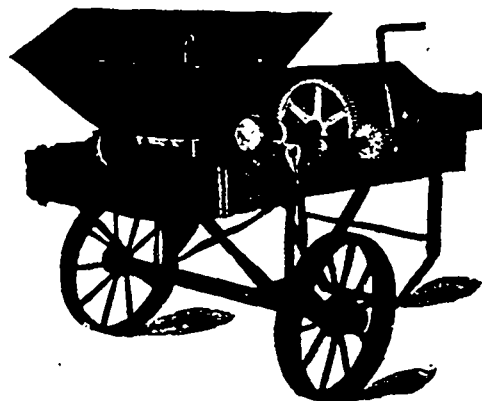
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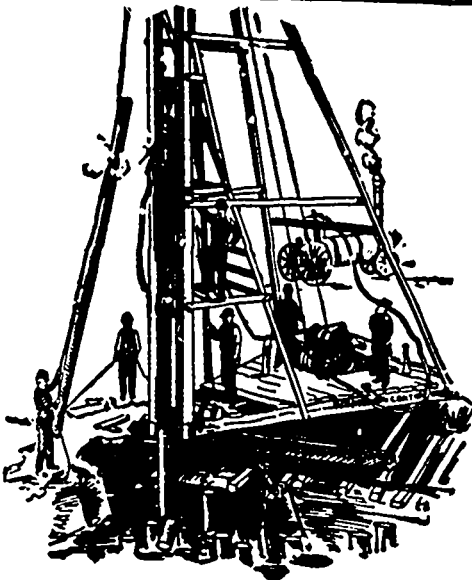
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Correspondence invited.

GEO. S. KILBOURN, Secretary-Treasurer.

WORKS: Shallow Lake, Ont. - HEAD OFFICE: Owen Sound, Ont.

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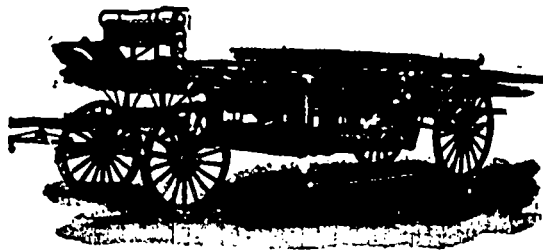
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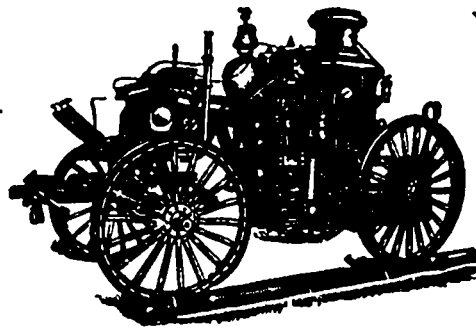
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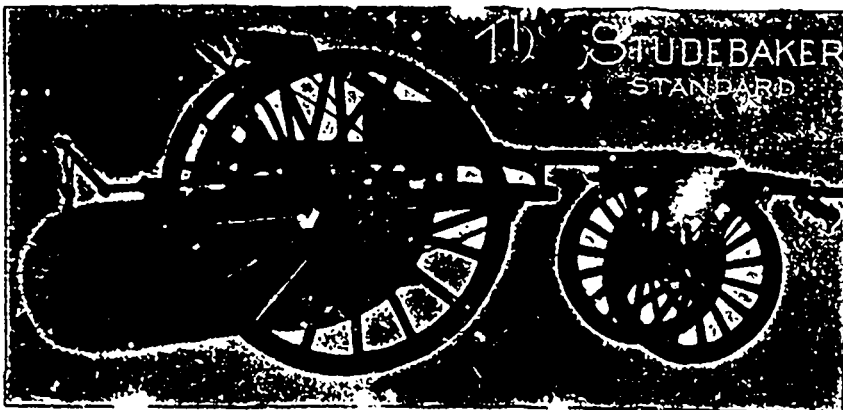
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BUSINESS NOTES.

Amond & Caty, sash and door factory, Montreal, have dissolved.

The Standard Paint & Varnish Works, of Windsor, Ont., are contemplating larger buildings.

The dissolution is announced of Carriere & Villeneuve, builders, St. Louis de Mile End, Que.

William McNairnie has admitted J. C. Shaw as a partner in his planing mill business at Wallaceburg, Ont.

The death is reported of Theodore Jacotel, of the firm of Jacotel Bros., plumbers, Montreal.

Seagrave & Company, builders of fire-fighting apparatus, Walkerville, Ont., have just completed a large order for the city of Montreal.

C. H. Clarke, of the late firm of Clarke & Connolly, Toronto, is continuing in the contracting business, and is now constructing a large sewerage system at Amherst, N.S.

The Canada Water and Sewage Purification Co., Limited, of Windsor, Ont., recently incorporated, have elected the following board of officers: President, Dr. J. A. Smith; vice-president, John Sale; secretary-treasurer, W. Revell; manager, John McDougall; consulting engineer, A. McDougall; solicitors, Murphy, Sales & O'Connor.

The Warren Bituminous Paving Company, recently organized, will, it is understood, take over the contracts in Toronto of the Forest City Paving Company. The capital stock of the new company is \$150,000, and the provisional directors are W. C. McKendrick, J. M. Godfrey, T. C. Robinette and Charles Curtis, of Toronto, and B. V. Hole, of London.

A. Anderson, John Davis, C. W. Cadwell, O. E. Flemming, and R. Bingham, of Windsor, and J. D. Frost, of Detroit, Mich., have been incorporated as the Ontario Asphalt Block Company, Limited, with a share capital of \$150,000 and head office at Windsor, Ont. It is believed that there is a large field in the Dominion for the products that will be manufactured by this company. The location of their works has not yet been decided upon. Several places are under consideration, and it is probable that Toronto will be selected.



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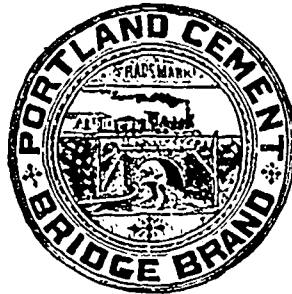
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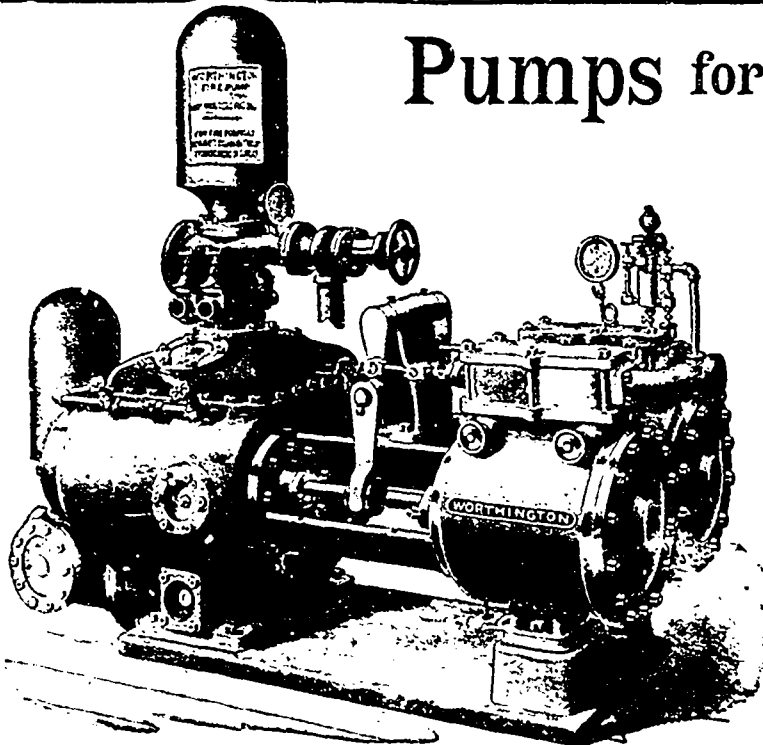
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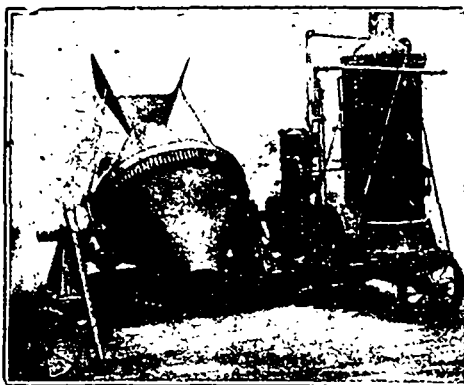
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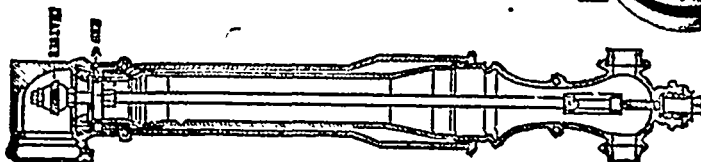
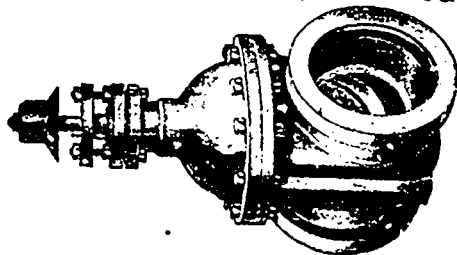
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MUNICIPAL DEPARTMENT

HYDRANTS AND WATER SUPPLY

The following interesting and valuable paper was read at the recent convention, at Vancouver, of the Pacific Coast Association of Fire Chiefs by H.W. Bringham, of Seattle, secretary of the Association:

"The conditions in our north coast towns and cities are peculiar in that, as a rule, nature has provided a most beautiful supply of water for each, which is not yet distributed or made use of to give the protection it could afford against the tremendous fire hazards. Considering our sore experiences of the past we may take this as bearing out the old saying, that the most disastrous conflagrations usually occur in communities having inexhaustible supplies of water within easy reach, as witness those of Chicago and Boston in the East and of Seattle, Spokane, Vancouver, and New Westminster nearer home. It does seem strange that in each case the light of the flames was reflected upon broad bodies of fresh or salt water and yet millions of dollars' worth of valuable property went up in smoke because these could not be properly drawn upon.

Since our disasters great progress has been made, and we now boast of a commendable number of very excellent fire departments, paid, call and volunteer. Yet there are some localities where the happy-go-lucky conditions of fifteen years ago still prevail; our volunteer organizations are not supported as they should be, and one can find certain very ambitious young cities where the stranger will be overwhelmed with facts and figures as to growth in population and industries while the matter of fire protection gets no attention worth speaking of. He looks in vain for a fire-alarm telegraph or a really efficient water system; he may be boastfully informed that the city has a first-class paid department, but upon investigation it is found to be miserably inadequate. Our "old-timers" recognize this state of affairs at once as the same that resulted in the fearful conflagrations of recent years, and say that such people are too short-sighted to profit by the costly experience of other communities, and must be taught by terrible calamities falling upon themselves. But why need this be true? If at any of our conventions means can be devised for bringing one of these shamefully delinquent municipal corporations to a realization of its own fire hazards, and to an intelligent installation of proper fire service, we will be conferring a benefit greatly to the credit of our association.

"History repeats itself and sweeping fires will come in time whenever there is not due preparation and constant vigilance. Should half the business portion of one of these most promising young cities burn to-night, many will call it a visitation of Providence, but those of us who have made a study of the subject will attribute the calamity to inexcusable neglect. Right here it might be said that too much de-

pendence is placed upon statistics of fire losses in former years, upon the false security engendered by long periods of freedom from disaster, which good luck is usually attributable to matters of chance for the most part.

"Coming back to the particular subject of water distribution, the writer believes that even our most advanced cities in this extreme northwest have not yet the protection in their business districts they might reasonably install. Certain of our younger towns of considerable size expect their firemen to do good work with homemade, and often defective, hydrants, two blocks or more apart, even where risks are very great, and only located here and there in residence portions. Hydrants of four inches inside diameter are by no means uncommon. When a big fire comes, long lines of hose must be laid, and the most of the pressure is wasted overcoming friction in hydrant and hose, but the average citizen talks of the eighty or one hundred pounds pressure available and blames the firemen for the weak streams. Our largest cities have by no means hydrants enough in the most dangerous districts, and some of these now in use require the firemen to scratch around in snow or mud to find the valve stems or to look for auxiliary valves outside the curb line because the main shut-offs are entirely unreliable. By reason of the hydrants having only one four-inch discharge opening, more than one steamer cannot be attached to advantage, and so some of the engines are compelled to take position so far from the fire that most of their power is lost by reason of friction. Something is radically wrong when a very large steamer is working at its full capacity on a long line of hose and yet throwing a stream no more effective than could be handled by an engine of little more than half the weight but obtaining its water close in to the fire. Our councilmen could easily be convinced that a double four-inch outlet hydrant at each one of the four corners of a given block affords plenty of water for eight steamers and each of these needs only short lines of hose to reach a fire within that block. Of course the standard two and one-half-inch outlets may be placed on the hydrant also (where hose streams are used direct) if the capacity of the water passage be increased in proportion, but the most important matter, wherever there is more than one outlet, is to insist upon an independent gate for each, so that any one stream may be controlled separately.

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