

CANADIAN CONTRACT RECORD

A WEEKLY JOURNAL OF THE CONTRACTING INDUSTRY

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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AUGUST 28, 1901

No. 30

THE CANADIAN CONTRACT RECORD,

PUBLISHED EVERY WEDNESDAY

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TENDERS

Will be received up to September 10th, 1901, for the erection of a New Public School at Vankleek Hill, Ont. Tenders to be sealed and addressed to A. J. Cross, Esq., Vankleek Hill, Ont. Building to be completed by August 15th, 1902. Plans, etc., are on view at Vankleek Hill, Ont. and at office of MacVicar & Heriot, Architects, Canada Life Building, Montreal. Lowest or any tender not necessarily accepted.

NOTICE TO CONTRACTORS

Sealed bids will be received up to 6 o'clock p.m. of SEPTEMBER 6TH, 1901, by the Township of Finch, in the County of Stormont, for the construction of Two Drains known as the Foley Creek Drain and the Stephenson Drain. The specifications for the said work and copies of instructions to bidders may be had by applying to John A. Cockburn, Clerk of the Township of Finch, Crystler, Ont., or to Geo. L. Brown, County Engineer, Morrisburg, Ont. All tenders must be made on the blank forms furnished upon application to the undersigned. The township reserves the right to reject any or all bids.

GEO. L. BROWN, JOHN A. COCKBURN,
Engineer. Clerk Tp. of Finch.

MUNICIPAL DEBENTURES FOR SALE

Debentures of the Town of Harriston are offered for sale by tender. Amount \$2,748.22, payable in 20 equal annual instalments of \$137.41 each, payable on July 2nd in each year, at Standard Bank, Harriston. First instalment payable on July 2nd, 1901. As instalments include interest from July 2nd, 1901, successful tenderer must pay in addition to amount of tender, interest at 4 per cent, on \$2,748.72 from July 2nd, 1901, to day of payment of purchase money. Amount of tender and above mentioned added interest, payable at Standard Bank, Harriston, where debentures will be delivered. No tender necessarily accepted. Tenders will be opened on the 5th day of September, 1901, and must be addressed to the undersigned.

W. D. EMMES,
Town Treasurer, Harriston.
Dated August 15th, 1901.

NOTICE TO BRIDGE CONTRACTORS

Sealed proposals for furnishing all the labor and material (except wooden flooring) and erecting complete on the masonry provided by the City, the superstructure of a

Riveted Steel Highway Bridge

about 295 feet long, will be received by the Secretary-Treasurer of the City of Sherbrooke P. O. at his office in the City Hall, until 1 o'clock in the afternoon of

Tuesday, 3rd day of September, 1901

when and where the tenders will be publicly opened and read.

Work must be completed by December 15, 1901. Specifications, general designs and proposal blanks may be obtained of the Secretary-Treasurer, or of John W. Burke, C.E., 45 Broadway, New York.

The right is reserved to reject any or all bids.

F. J. GRIFFITH,

Secretary-Treasurer.

Sherbrooke, 10th August, 1901.

BRIDGE NOTICE

Sealed Tenders, marked "Tender for Superstructure of Andover Bridge," will be received at the Department of Public Works, Fredericton, until

Monday 30th day of September, 1901, at noon,

For building the Steel Superstructure of "Andover Highway Bridge," across the St. John River, connecting the Villages of Andover and Perth Victoria County, N.B., according to Plans and Specifications to be seen at the Public Works Department, Fredericton, N.B. The structure consists of five through pin connected truss spans, each 188 ft. 10 in. in length from centre to centre of end pins. For detail information relating to plans and specifications apply to A. R. Wetmore, provincial engineer, Fredericton, N.B.

Each tender must be accompanied by a certified bank cheque or cash, for an amount equal to five per cent. of the tender (would prefer not receiving 100 orders, which will be forfeited if the party tendering declines to enter into contract when called upon. Should the tender be not accepted the deposit will be returned. Two good sureties must be named in each tender. Not obliged to accept lowest or any tender.

C. H. LAMBLAIS,

Chief Commissioner

Department of Public Works,
Fredericton, August 15th, 1901.

TENDERS FOR DEBENTURES

Sealed tenders, addressed to J. M. Stewart, M.D., Reeve, Chesley, Ont., will be received until MONDAY, SEPTEMBER 6TH 1901, for the purchase of \$12,422.50 Local Improvement Debentures, guaranteed by the Village of Chesley dated January 1st, 1901 and falling due to every year after date of issue.

These debentures have interest coupons attached and bear interest at 4 per cent per annum, payable annually.

Tenderers are requested to state a bank amount payable September 9th, which amount shall include accrued interest since January 1st 1901.

The said debentures will be delivered in Chesley to the party whose tender may be accepted within thirty days from receiving and opening tenders.

The highest or any tender not necessarily accepted.

JOS. McNEILL,
Clerk.

Chesley, August 13th, 1901.

To Contractors

Tenders will be received until the 1st inst. for the erection and completion of a large Foundry Warehouse, Offices, etc., for the Toronto Foundry Company on the corner of Liberty and Jefferson Avenue, Toronto.

Plans and specifications can be seen, and all other information obtained at my offices.

E. J. LENNON,
Architect.

CITY OF WOODSTOCK

TENDERS FOR SEWERS

Sealed tenders addressed to John Morrison City Clerk, Woodstock, will be received up till 4 p.m. on

THURSDAY, THE 5TH DAY OF SEPTEMBER

for the construction of about 5,000 lineal feet of 6 foot and 8 inch glazed tile sewer.

Plans and specifications may be seen at the office of the undersigned. The lowest or any tender not necessarily accepted.

F. J. URLE,
City Engineer, Woodstock.

MIDLAND WATER WORKS NOTICE TO CONTRACTORS

Sealed tenders, endorsed "Tender for Water Works," will be received by the Chairman of the Water Works Committee Midland until 6 p.m. on

Saturday, 7th day of September, 1901,

for furnishing all materials for, and constructing, (a) Pump House and Chimney (b) Conduit 1600 feet long and 18 inches in diameter.

A deposit of \$500 will be required with each tender. Plans and specifications may be seen and forms of tender obtained at the office of the Chief Engineer, Midland or Toronto, on or after August 29th, 1901.

D. I. WHITE Esq., WILLIS CHIPMAN,
Chairman W. W. Com., Chief Engineer,
Midland, Ont. 103 Bay St., Toronto
August 24, 1901

DEBENTURES FOR SALE

Sealed tenders will be received by the undersigned up to 7 o'clock p.m. on the 5th DAY OF SEPTEMBER, A.D. 1901 for the purchase of local improvement debentures of the Village of Exeter, amounting to \$20,000, and bearing interest at the rate of 5 per cent per annum. The debentures will be payable in 25 equal annual instalments. The amount payable on the debentures for principal and interest in the years of the said rate, will be \$213,200.

Dated at Exeter, this 19th day of August, 1901.
GEO. H. HESSETT,
Clerk, Exeter, Ont.

[FOR ADDITIONAL ADVERTISEMENTS FOR TENDERS SEE NEXT PAGE.]

TOWN OF LINDSAY

Sealed tenders, marked "Tender for Sewer" will be received by the undersigned up to four o'clock p.m. on

Friday, September 6, 1901

for the construction of a Sanitary Sewer and Cellar Drain on Kent street, from Cambridge street to a point 156 feet east of Angelline street of the following dimensions:

About 847 feet of 15 inch sewer and 9 inch cellar drain on Kent street, from Cambridge street to Sussex street, and

About 2274 feet of 9 inch sewer and 6 inch cellar drain on Kent street from Sussex Street to a point 156 feet east of Angelline street, with 60 side drains to the street line on the proposed sewer.

Plans and specifications may be seen and forms of tender obtained at the office of the Town Clerk, Lindsay.

A deposit in the form of a marked cheque for five per cent of the tendered price must accompany each tender and will be returned when a contract has been awarded.

The lowest or any tender not necessarily accepted.

I. KNOWLSON,
Town Clerk.

CONTRACTS OPEN.

BURFORD, ONT.—F. C. Barker will rebuild his grist mill.

GRANBY, QUE.—A. C. Savage will build a block of six stores here.

CORNWALLIS, N. S.—A new school house is to be built at Randville.

DUBLIN, ONT.—It is likely that a separate school will be built here.

OUTREMONT, QUE.—Immediate steps will be taken to build a new school.

CHILLIWACK, B. C.—The council are about to take steps to install fire-fighting apparatus.

VICTORIA, B. C.—F. M. Rattenbury, architect, has taken tenders for erection of new high school.

LENNOXVILLE, QUE.—The council has passed a by-law providing for the issue of \$22,000 of debentures.

RAT PORTAGE, ONT.—A by-law to raise \$20,000 for water works purposes was carried by a large majority.

WATERVILLE, QUE.—Estimates are now being made for construction of waterworks and sewerage systems.

PHOENIX, B. C.—Plans are being prepared for new church to be erected by the Church of England authorities.

CALABOGIE, ONT.—T. B. Caldwell has purchased the Malloch property and will likely develop the water power.

COOKSHIRE, QUE.—Tenders are invited by A. S. Farnworth up to September 3rd for the building of two bridges.

MIDWAY, B. C.—It is reported that the Dominion Power Co. have decided to locate their proposed smelter at this place.

PORT ARTHUR, ONT.—J. G. King was in Montreal last week and submitted plans for proposed annex to C. P. R. elevator.

MOUNT FOREST, ONT.—The ratepayers have voted to purchase the plant of the Mount Forest Electric Light Co.

WOODSTOCK, ONT.—The council is considering the advisability of installing the septic tank system of sewage disposal.

BRACONDALE, ONT.—Tenders will be asked immediately for the construction of a library building and reading room.

HULL, QUE.—Work will be commenced immediately on the new union station, which will be a brick structure, costing \$6,000.

STRATHCONA, N. W. T.—The drainage and street improvement by-law submitted to the ratepayers last week was carried.

MAGNETAWAN, ONT.—A by-law was carried here on Monday last granting a loan of \$2,500 to L. F. Purdy to establish a grist mill.

PERTH, ONT.—Dr. A. Walsh has purchased the residence of William Butler on Wilson street and will make improvements thereto.

BOTHWELL, ONT.—Tenders are invited up to 29th inst. for alterations and repairs to town hall. Address W. H. Bradley, town clerk.

PARRY SOUND, ONT.—A by-law to raise \$4,000 to extend the water works system will be submitted to the ratepayers on September 16th.

PAKENHAM, ONT.—A by-law to raise \$16,500 to build a stone bridge over the Mississippi river will be submitted to public vote on September 14th.

WATERLOO, ONT.—A by-law to raise \$5,000 by debentures for improving the waterworks system will be submitted to the ratepayers on September 3rd.

PEMBROKE, ONT.—Tenders are asked by W. M. Bromley, chairman public works committee, up to August 31st, for building stone retaining wall.

EDMONTON, N.W.T.—Tenders are invited by Clinton C. Reed up to 30th inst. for erection of two-storey school building in Ponoka public school district.

SILVERTON, B. C.—The Silvertown Water & Light Co. are now planning to pipe a water supply from Hume Creek to a reservoir just outside the townsite limits.

AYLMER, QUE.—The council is considering the taking over of the waterworks system and the establishment of an electric light plant in conjunction therewith.

GUELPH, ONT.—The vestry of St. George's church have decided to proceed with repairs to the rectory.—The council are still getting information regarding sewage disposal.

PEMBROKE, ONT.—The route has been surveyed for the first twenty miles of the proposed government railway to connect Old Ontario with the Temiscaming district.

KAMLOOPS, B. C.—A by-law to authorize a loan of \$12,000 for improvements to the waterworks and electric light systems was carried here recently by a large majority.

FREDERICTON, N.B.—J. B. Savage and R. E. Edson, of Cleveland, Ohio, have submitted a proposition to the government to establish a fertilizer factory in this province.

SYDNEY, N.S.—A by-law will be submitted to the ratepayers on September 6th to raise \$257,000, part of which is required for sewer extension, new schools, and site for new court house.

MEDICINE HAT, N. W. T.—The secretary-treasurer of the corporation invites bids up to September 1st for water works supplies, including pipe, specials, valves and hydrants.

WINDSOR, ONT.—Plans have been prepared and tenders are about to be invited for improvements to the post-

office here. The interior will be altered and 760 letter boxes installed.

THOROLD, ONT.—The company which proposes to construct a water works system intend to get the supply from the head of the guard lock on the old canal. James Battle is interested.

PAISLEY, ONT.—J. C. Gibson, clerk, invites tenders for purchase of \$14,000 debentures.—R. J. Nelson invites tenders up to September 4th for alterations and additions to Methodist church.

ST. LOUIS, QUE.—Bids are being taken this week by A. F. Vincent, secretary-treasurer, for sewer and water pipe laying. Particulars from J. E. Vanier, C. E., 107 St. James street, Montreal.

AMHERSTBURG, N.S.—J. S. Laird, C. E., has reported to the council of Colchester North on the Canard river improvement. The estimate for the work in Colchester North is \$17,066.38, and in Anderton \$16,023.

PORT ARTHUR, ONT.—On September 11th by-laws will be voted upon to raise \$30,000 for the completion of the Current River power development, and \$6,000 to purchase land to be leased to the Pigeon River Lumber Co.

SARNIA, ONT.—The shareholders of the Petrolia & Corunna Electric Railway Co. have decided to proceed at once to build the road, and contracts will immediately be let for rails, poles, etc. S. A. Armstrong, of Sarnia, is interested.

HINTONBURG, ONT.—E. L. Horwood, architect, has been instructed to have plans prepared for a brick building for a fire hall. Owing to the drop in the price of brick it was decided to abandon the original intention of building a frame structure.

TORONTO JUNCTION, ONT.—The Union Stock Yards Co., Limited, has been organized here, and will proceed to erect offices, yards, pen and an hotel. Andrew Dodds is manager of the company.—The Heintzman Co. have purchased property for an extension to their factory.

MIDLAND, ONT.—Tenders are invited in this issue for furnishing materials and construction of pump house and chimney and a conduit 1,600 feet long, 18 inches in diameter, in connection with the waterworks of this town. Plans may be seen here or at the office of Willis Chipman, chief engineer, Toronto.

LONDON, ONT.—Another electric lighting and power company is being formed here. It is said that the plant will be installed in the power house of the Electrical Construction Co.—H. C. McBride, architect, is preparing plans for a residence on Waterloo street.—Moore & Henry, architects, are calling for tenders for residence on Richmond street north for Walter Blackburn.

WINNIPEG, MAN.—Joseph Greenfield, architect, has taken tenders for the re-arrangement and extension of a

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dwelling house on Edmonton street for T. Waddell, and for an extra storey to residence on Vaughan street for Captain G. H. Young. - James Chisholm, architect, is preparing plans for a brick and stone block of stores and apartments for C. H. Nix, grocer, cost about \$5,000.

QUEBEC, QUE.—The building to be built for the Hochelaga Bank will be six storeys, of stone with steel framework and granite pillars. The first storey will be erected this fall and the balance next spring. - It is again rumoured that a line of railway will be constructed from the new Quebec bridge into Bridgewater Cove, then to lower town, where a railway station will probably be built with a series of elevators to convey passengers and baggage from lower to upper town.

FREDERICTON, N. B.—The provincial public works department is asking for tenders up to September 9th for the following bridge work.—Murray Grass bridge, Sunbury county; Brown Brook bridge, Victoria county; for covering span and repairing approaches of Nackawick bridge, York county; rebuilding Rockway bridge, over Magaguadavic river, York county; rebuilding Kerr bridge, on Clover Road, Queen's county. The contract will be let this week for construction of Sackville bridge, which will cost about \$15,000.

CHATHAM, ONT.—The Roman Catholic Separate School Board are offering for sale \$9,000 of debentures. —James W. Carswell, architect, invites tenders up to 31st inst. for erection of frame residence, with brick foundation, for Peter Ennett at Turnerville. Same architect has just taken tenders for rebuilding a Methodist church at that place.—J. L. Wilson & Son, architects, have in hand the erection of a brick residence near Tupperville.—Plans have been prepared for a residence for Mrs. Ward, of Raleigh.—J. L. Wilson & Son, architects, are about to take tenders for a residence in Dover for Thomas Henderson.

VANCOUVER, B. C.—City architects will be asked to submit plans by September 3rd for a library building to cost about \$40,000, exclusive of furnishings. It will be built on the corner of Westminster avenue and Hastings street.—It has been definitely decided that the branch of the Vancouver, New Westminster, Northern & Yukon Railway between Vancouver and New Westminster shall be constructed immediately.—It is believed that the power scheme of the Stave Lake Power Co. will be commenced at an early date. It is said in this connection that W. H. Armstrong intends establishing cement works at the east end to be operated by electric power from the Stave Lake plant.

HAMILTON, ONT.—Charles Mills, architect, has been granted a permit for a brick addition to the Gurney Tilden factory, to cost \$2,000.—It is likely that steps will be taken shortly to build an isolation hospital.—Building permits have been granted as follows: David Brown, brick dwelling on South Carolina street,

cost \$1,200, F. Lyne, two brick dwellings on Princess street, cost \$1,800, W. A. Edwards, brick addition to Good Road Machinery Company's building, cost \$1,000, Thomas Lovejoy, six brick dwellings, corner Smith ave. and Cannon st., \$6,000.—A. W. Peene, architect, has prepared plans for a pressed brick residence for L. L. Hagar, of Grimsby, a residence in Strong's Survey, East Hamilton, and a Presbyterian church at Clan brassil.

HALIFAX, N. S.—An American syndicate has purchased Cow Bay Beach and will build an electric tramway from Dartmouth to the Beach and an hotel of 200 rooms.—It is said that the Armstrong Whitworth Co., of Newcastle-on-Tyne, England, will establish a shipbuilding plant here.—Tenders have just been taken for laying sewers, outlet pipes, and construction of walls. Mr. Sims is now in the city and it is understood his visit is in connection with the proposed extensions and improvements at the dock yards. The cost is estimated at \$40,000.—Rev. Father Moriarty has announced that in the near future a Catholic college will be erected in this city.—James P. Fairbanks has purchased the entire control of the Queen's hotel property, and intends to expend about \$75,000 on improvements.—The Eastern Telephone Co. have increased their capital to \$150,000, to provide telephonic communication between this city and Sycamore.

TORONTO, ONT.—Tenders are invited up to the 31st inst. for erection of foundry, warehouse, and offices for the Toronto Foundry Co., on corner of Liberty street and Jefferson avenue. Plans at office of E. J. Lennox, archi-

tect. Plans have been prepared for improvements to the cattle market. It has been decided to build the proposed eastern stables on the site of the old stables. Building permits have been granted as follows: C. Bond, two store brick residence on Indian road, cost \$1,800, John Kilgour, dwelling, 1 Banks street, cost \$1,000, D. Stau alterations to Star Theatre, cost \$3,500, James Crocker, alterations to brick store, 508-10 Queen west, cost \$3,500; W. Lewis, cottage on Brooklyn avenue, cost \$1,200.—The Pure Gold Mfg. Co. have purchased a part of the old Upper Canada College grounds, and it is understood will erect thereon a new factory from plans prepared by A. R. Demson architect.

VICTORIA, B. C.—The provincial government will at once call for tenders for erection of a bridge over the north arm of the Fraser river, within the municipality of Richmond. Tenders close 31st inst. for reconstruction of pile bents, approaches and renewal of floor of bridge at Eburne.—The city has decided to order a new rock crusher. The Minister of Education has selected sites at Rosland and Revelstoke for new school houses.—A by-law will likely be presented to the ratepayers to authorize the borrowing of \$100,000 for the purpose of providing a septic tank system of sewer disposal for portions of the city not now served.—Alderman Beckwith will move in council that the sidewalks on John street, between Government and St. street on the north side, and between Government and Wadby, on the south side, be completed with concrete and stone curbs. The Department of Lands and Works is arranging to buy

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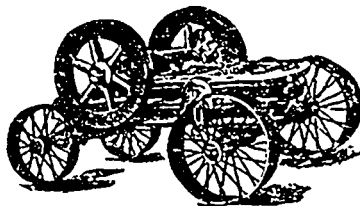
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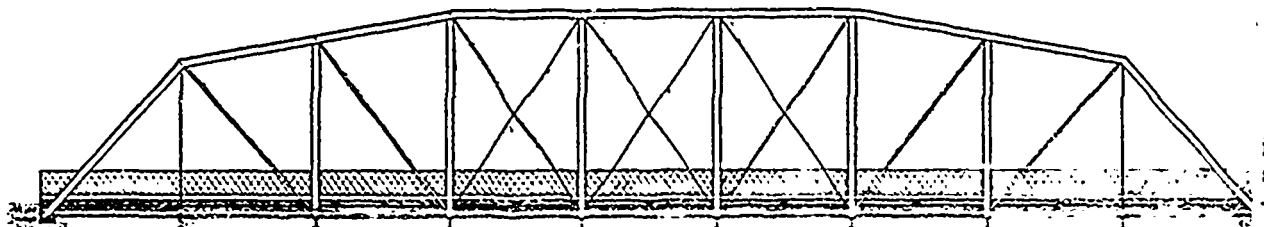
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ther bridge over the Fraser river at mney Creek — The council have been ified of the acceptance by the union government of the plans for new Point Ellice bridge, as prepared the city engineer.

OTTAWA, ONT.—Mr. Ewart, chief itect of the Department of Public rks, has returned from the United tes and Europe, and will proceed to pare plans for the proposed Dominion eum.—The parishoners of the church he Holy Family, Ottawa East, are ussing the erection of a new church. enders are invited by the Department ublic Works up to Tuesday, Septem- 10th, for construction of an extension k to the present pier at Isle Aux dres, county of Charlevoix, Que.—The tees of the Western Methodist church considering the remodelling and sion of the church.—A. Angel is ng tenders this week for erection of feet of stands.—The following build- permits have been granted: Samuel ; brick shop and dwelling, 65 Arthur et, cost \$3,000; H. N. Bate, four llings, 42 Vessier street, cost \$1,200; s Martell, brick veneered dwelling, Division street, cost \$1,200; William ester, 17 Mackay street, brick veneered lling, cost \$1,000; L. Belleau, row

of brick veneer dwellings, 43-44 Daly avenue, cost \$4,600, George Dearing, brick dwelling, 66 McLaren street, cost \$2,500; Albert Dunn, brick terrace, 13 King street, cost \$3,000; Slater & Sherwood, addition to 172 Wellington street, cost \$2,000.

MONTREAL, QUE.—John Kennedy, chief engineer for the Harbor Board, has recommended that the present floating shop be done away with, and that a new shop be constructed on the guard pier, to be 230x48 ft. for the machine and repair shops, and 60x48 ft. for the carpenter shop, estimated cost \$12,000.—It has been decided to proceed immediately with the building of the South Shore railway. Mr. Meyers is president.—It is stated that the New York Central Railway is planning to secure an independent entrance into this city by the construction of a new bridge over the St Lawrence river — Saxe & Archibald,

architects, have prepared plans for alterations to house of George Gillis, Mackay street.—Building permits have been granted as follows: Chas. Blondin, house, two storeys, Alywin street, cost \$1,200; A. Seguin, house, two storeys, 509 Chambard street, cost \$1,300; Chas. Gurd, warehouse, four storeys, 45 Juror street, cost \$4,000 (R. M. Rodden, architect); Canada Linseed Oil Co., house and factory, four storeys, Notre Dame street east, cost \$5,000; Dr. L. A. Gaugier, house and two stores, three storeys, 252-254 St. Denis street, cost \$6,000; Leon Martel, house, two storeys, 350 Harbor street, cost \$1,500.

BUSINESS NOTES.

Chartier & Revin, contractors, Montreal, have dissolved partnership.

R. L. Gillespie & Co., contractors, Montreal, have registered partnership, as have also A. Ruell & Co. of the same city.

EMENT

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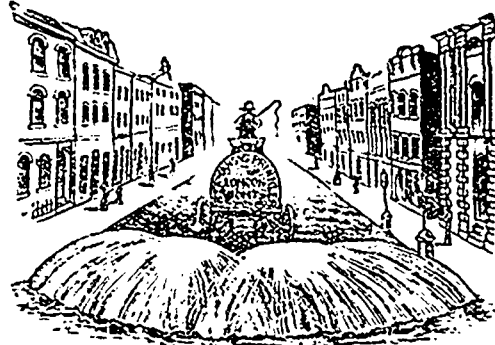
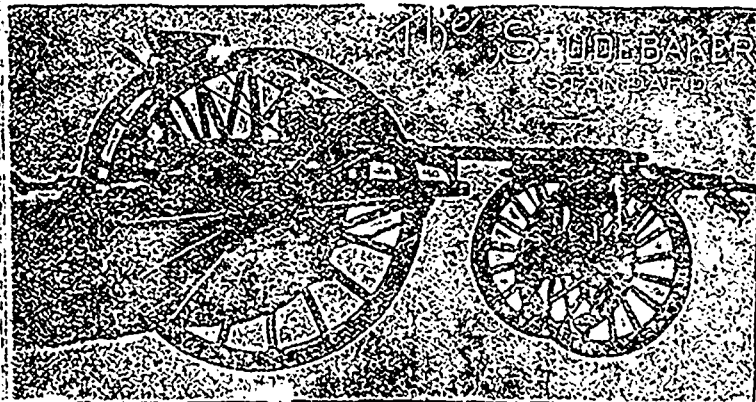
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FIRES.

McQuillan House at Mount Forest, Ont., owned by Patrick McQuillan; insured.—Buildings of the Don Valley Brick Works, Toronto, damaged to extent of about \$3,000.—Residence at Coaticook, Que., owned by H. J. Johnston; loss \$1,500.—Drying house of the Grey & Bruce Portland Cement Works at Owen Sound, Ont.—Summer theatre at Sherman Park, Hamilton, owned by W. D. Sherman, damaged to extent of \$5,000.

CONTRACTS AWARDED.

VANCOUVER, B.C.—Barr & Anderson have secured the contract for plumbing of new Braid-Godson block.

LEAMINGTON, ONT.—Link & Roche have secured the contract for Oddfellow's block; price \$4,100.

PORT ARTHUR, ONT.—The contract for new offices for the Pigeon River Lumber Co. has been let to Contractor Purcell.

FERGUS, ONT.—Taylor Bros., of Guelph, have secured the contract for stone and brick work of Dr. Groves' private hospital.

HULL, QUE.—The contract for new station for the Ottawa, Northern & Western Railway Co. has been let to Fortin & Sauve.

VALLEYFIELD, QUE.—For erection of court house and jail here the contract has been let to Thomas Prefontaine; price \$39,000.

HESPELER, ONT.—The tender of the Mutual Life Assurance Co., of Waterloo, has been accepted for purchase of \$7,000 debentures.

BURLINGTON, ONT.—It is understood that the tender of James Craig, of Goderich, has been accepted for Burlington channel improvements.

PORT COLBONE, ONT.—It is rumoured that Hogan & McDonell are the lowest tenderers for deepening the lock and level between this point and Ramey's Bend.

NANAIMO, B.C.—R. Dinsdale, of Victoria, is the successful contractor for the new bank building in this town for Bank of Commerce. S. McClure, Victoria, architect.

BROMPTON FALLS, QUE.—The contract for erection of pulp mill for the Brompton Pulp & Paper Co. is said to have been let to a firm in Maine for a figure in the neighborhood of \$150,000.

FREDERICTON, N.B.—It is said that James Barnes, M.P.P., has been awarded the contract to build 15 miles of the New Brunswick Coal & Railway Company's railway from Chipman to Newcastle.

KINGSTON, ONT.—A large isolated plant for lighting and scientific experiments is to be placed in the Royal Military College. Breck & Halliday have secured the contract for entire equipment.

BROCKVILLE, ONT.—The contract

for the construction of new wing to General Hospital has been let to D. S. Booth, at \$13,350. Other tenderers: Driscoll & Fitzpatrick, \$13,488; Mr. Wilson, \$14,000; Mr. Hudson, \$15,000.

PARIS, ONT.—The council have accepted the tender of the Silica Barytic Stone Co., of Ingersoll, for granolithic sidewalks, at 11 cts. for pavement and curbs. The Guelph Paving Co., and Hamilton & Kilgour, of Brantford, also tendered.

MONTREAL, QUE.—P. Lyall & Sons have secured the contract for new sub-station for Royal Electric Co. Building will be stone and pressed brick, steel frame, roof supported by steel trusses. Maurice Perrault is architect.—The Canadian Electric Light Co. has been given the contract for machinery for lighting the Lachine Canal. The poles and wires will be supplied by Ahearn & Soper, Ottawa.

TORONTO, ONT.—Walker & Robertson have been awarded the contract for carpenter work for Manufacturers' Arch to be erected at the head of University street, and W. J. Hynes that for staff decorations. The architect is



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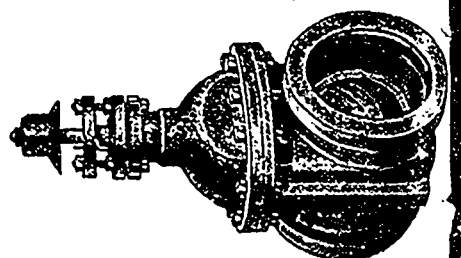
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C. J. Gibson.—The Expanded Metal & Fireproofing Co. of this city, have secured the contract for fireproof floors in buildings being erected by the American Cereal Co., at Peterborough, for which G. M. Miller, of Toronto, is architect.—The Mackay Stained Glass Co., this city, are supplying stained glass windows for the Egypt Methodist church; Rev. Mr. Brace, pastor.—The following contracts were awarded on Monday last by the Board of Control: Asphalt pavements—Huron street, Cecil to Baldwin streets, Constructing and Paving Co., \$2,992; Marion street, Roncesvalles avenue to 78 feet east, Barber Asphalt Co., \$4,335. Cedar block pavements—Huron street, St. Patrick to Baldwin streets, City Engineer, \$2,700: King street, Berkeley to 1,236 feet east of River street, W. F. Grant & Co., \$7,302; Manning avenue, Robinson street to Arthur street, Dominion Paving & Construction Co., \$2,663. Brick track allowance—Parliament street, Winchester to Howard streets, Dominion Paving & Contracting Co., \$7,693. Concrete sidewalk—Isabella street, north and south sides, Yonge to Church streets, W. R. Payne, 47 cents per lineal foot. Sewers—Gerrard street, Galt avenue to Jones avenue, F. J. Beharriel, \$443; Galt avenue, Gerrard street to 795 feet north, F. J. Beharriel, \$1,053.

COMPOSITION FOR WALLS.

A French engineer named Tribes has, according to the Revue des Produits Chimiques, invented a composition for walls and other surfaces which has not only a decorative effect in itself, but serves as an excellent ground for wall-paintings or any other kind of color-decoration. It forms a very hard stony layer, which is, however, not entirely vitreous, and preserves a certain amount of porosity. It will take as good a polish as marble, and can be readily washed. It resists both heat and acids, as well as exposure to the weather.

The composition is made by mixing a solution of waterglass of from 20 to 30 deg. B. (the strongest for best work), to a paste with calcined magnesia, the quantity of which should not exceed one third of the weight of the silicate. This paste is applied to the surface to be protected. When it is hard, a process which takes a somewhat long time, but not heretofore, the surface is washed over with dilute hydrochloric acid of 10 deg. B. This

application not only removes any excess of magnesia which may not have been converted into silicate, but makes the surface a good deal harder than it would have been otherwise. When the acid has been finally washed off with water, and the surface is again quite dry, it is finished, and may be polished or painted on as may be wished.

The porosity of the coat may be increased by adding to the above mentioned paste, before it is applied, about one per cent. of gelatinous silica or silicate, while in a recently precipitated state, but having been thoroughly washed.

Several coats of the composition can, of course, be applied if desired, but every coat must be treated with acid, washed and allowed to get perfectly dry, before another is put on.

LOADS ON COLUMNS.

Mr. John Moncrieff in a paper read recently before the American Society of Civil Engineers gave the results of his experience and enquiries on "The Practical Column under Central and Eccentric Loads." The author stated as the result of his enquiries on the subject that a column showed higher strength when apparently loaded directly over the geometrical axis. He endeavors to explain the cause of the anomaly and to deduce new formulæ which would

meet varied conditions in practice. Several varieties of columns are dealt with and elaborate diagrams are given showing the application of loads under various circumstances. The curves in them, he says, follow definite laws, and the author adheres to them in his own practice. Of the old formulæ, he says, "It is surprising to think of the enormous number of cast-iron columns which have been put into use without justification for the loads imposed on them, except a simple faith in Hodgkinson's, Gordon's and Rankine's formulæ, and in the numerous tables calculated therefrom and published in engineering pocket-books and treatises." In the discussion which followed the reading the majority of the members approved of Mr. Moncrieff's reasoning. One of the speakers mentioned the case of the Astoria Hotel, in which there are about 3,600 columns, each of which had to be especially taken into account.

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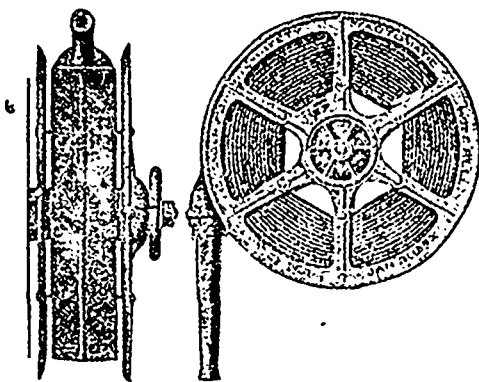
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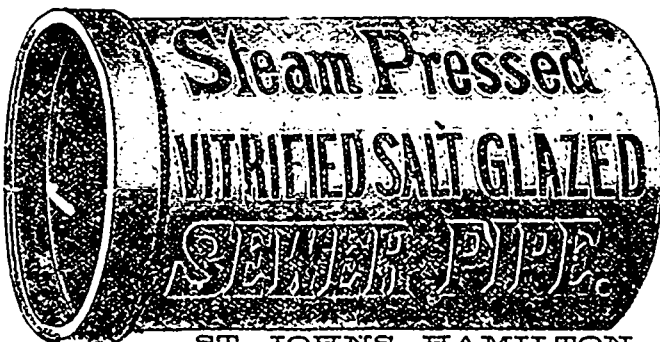


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It may originally cost double the price of a macadam surface, but the repairs upon the latter are so expensive that often in three years the cost has been equalized, while the asphalt pavement may be maintained for many years at a cost of from two to ten cents per yard per annum, and finally resurfaced for half its original cost. In Buffalo asphalt pavements are in use to-day which, with a few minor repairs, have been subjected to traffic for twenty years, and the same is the case in other cities.

We have in the asphalt pavement, therefore, cheapness and durability combined, because economical maintenance, and not cheap first cost, is the best economy.

This, however, is true of asphalt pavements only if, as has been said, the highest grade of material is used and the most skilled labor employed, because nothing is more worthless or expensive to maintain than an inferior bituminous concrete. The prices paid must be large enough to warrant good work. Too cheap pavements are the most costly in the end because necessarily inferior.

The success of asphalt pavements early led, as has been said, a large number of irresponsible persons to go into the business with a resulting demoralization of prices, and many

pavements or imitations of them have been laid upon which more was expended for repairs than would equal the cost of original high grade surface. Imitations of asphalt have been introduced at frequent intervals to the taxpayer, who has only learned of their inferiority by experience. Washington years ago went through this experience with coal tar and to-day there is still too much similar experimenting going on with by-products of manufacturing processes.

The chief cause of failure in asphalt surfaces is, however, lack of skill and experience on the part of irresponsible contractors.

The necessity of prompt repairs is a fact that is self evident on a railway, but is not always so carefully regarded in connection with pavements. Too many pavements, whether stone, brick or macadam, are allowed to deteriorate until they are in a bad condition, because they are not actually dangerous and because satisfactory repairs are expensive and generally impossible. It is not possible to replace a stone block or brick pavement in such a way that the repairs are invisible, but with asphalt this is quite possible, and, as the latter surface shows the smallest de-

fects, attention is attracted to condition at once and repairs are so readily neglected.

Repairs to asphalt pavements the first five years are guaranteed the contractor for any deterioration of the material other than that which can be again contracted for with a reasonable cost. Cuts made for gas, water or sewers can be replaced in asphalt so perfectly that the place can not be detected, and if it is necessary to renew the entire surface of a street, this can be done by patching the old surface with heaters to a depth of one-half to three quarters an inch, removing the inferior material and replacing it with new surface. It is quite unnecessary, as in many times with asphalt and now with other pavements like granite, brick, to tear up old surface to foundation. The economy in this direction is immense.

Of course the cost of maintenance of a pavement, asphalt or stone, depends upon the traffic to which it is subjected. But an asphalt pavement can be maintained under the heaviest traffic at a reasonable expense.

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