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CANADIAN CONTRACT RECORD

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

EVERY THURSDAY

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

VOL. 3.

MAY 6, 1897

No. 14.

THE CANADIAN CONTRACT RECORD,

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TORONTO PUBLIC LIBRARY TO PAINTERS

Tenders for Painting and Papering the Library Building, corner of Church and Adelaide Streets, will be received at the Secretary's office, up to 12 O'CLOCK NOON ON WEDNESDAY, THE 12TH DAY OF MAY, 1897.

The specification may be seen and forms of tender obtained on application at the Secretary's office as above. The lowest or any tender not necessarily accepted.

JOHN DAVY, Secretary.
FRANK SOMERS, Chairman of Building and Finance Committee.

April 19th, 1897.

TENDERS FOR STEEL BRIDGE

Tenders will be received by the undersigned till MAY 12TH, and opened at 2 o'clock p.m. on May 13th, at the Council Chamber, Chesley, for the erection of a Steel Bridge in the Village of Chesley.

- (1) For 1 span 140 ft.: 18 ft. roadway, moving load 120 lbs. per square foot, needle beams to extend on both sides for a 5 ft. sidewalk; the floor to have a grade of two feet on the whole length of the bridge.
- (2) For 2 spans, each 70 ft.: Same as above, resting on a stone base and steel columns in centre, under or over truss.
- (3) For steel plate cylinders, resting on piles and filled with concrete, about 19 ft. high and 3½ ft. diameter; tender to state cost of each pair. Must be protected with cribwork filled with stone.
- (4) For about 250 cubic yards masonry, quarry stone, rock finish, to be built with cement mortar. State price per cubic yard.
- (5) Tender for sidewalk, 5 ft. wide, on one or both sides of bridge.

The bridge is about ¼ mile from station. A cheque marked good, payable to Treasurer, Co. Bruce, for \$500, to accompany each tender. Tender to state earliest date at which stonework and superstructure will be completed.

The lowest or any tender not necessarily accepted. Further information may be obtained from James Warren, Engineer, Walkerton, or from the undersigned.

JAMES DOUGLAS,
Dobbinston.

Chesley, April 26th, 1897.

CEMENT WALKS

Tenders will be received by the Town Clerk, Berlin, Ont., up to noon on

Tuesday, May 25th, 1897,

for the construction of cement walks in the Town of Berlin during the year 1897. Specifications and forms of tender may be obtained from the undersigned.

HERBERT J. BOWMAN,
Town Engineer.

Berlin, May 1st, 1897.

Tenders for Water and Drainage AT ST. LAMBERT.

Sealed Tenders will be received up to NOON ON MONDAY, MAY 17TH, 1897, for a franchise for a System of Water Works, also for construction of a System of Drainage at St Lambert. Plans and specifications can be seen after Tuesday, May 4th, at the office of the Engineer, J. E. Vanier, C. E., Imperial Buildings, Montreal, or James R. Beatty, Secretary-Treasurer, St. Lambert, Montreal.

Tenders for STEEL BRIDGE

Tenders will be received at my office (where plans and specification may be obtained) up to 5 o'clock on

Thursday, May 20th,

for the construction of a Steel Bridge across the River Thames.

Lowest or any tender not necessarily accepted.

ORMSBY GRAYDON,
City Engineer,
London, Ont.

TENDERS FOR ELECTIC LIGHTING.

Sealed tenders endorsed "Tender for Electric Lights," and addressed to the Town Clerk, Owen Sound, will be received up to 12 o'clock, noon, MONDAY, MAY 10, 1897, for lighting the streets of the Town of Owen Sound with arc electric lights for a period optional with the town of five or of ten years from September 30, 1897.

Specifications may be seen and forms of tender obtained at the office of the Town Clerk.

An \$800 accepted bank cheque payable to order of the Town Treasurer, Owen Sound, to accompany each tender. Cheque to be returned if tender not accepted. The lowest or any tender not necessarily accepted.

JOHN WELDRICK,
Chairman of Committee on Fire and Light.
Owen Sound, April 21, 1897.

POSTPONEMENT

The time for receiving tenders as above advertised is hereby extended to 12 o'clock, noon, TUESDAY, MAY 25th NEXT; and proposals for commercial electric lighting also are invited in accordance with the specifications therefor.

JOHN WELDRICK,
Chairman Committee on Fire and Light.
Owen Sound, April 29, 1897.

W. C. Cosman, tinsmith and plumber, Fredericton, N.B., is retiring from business.

TENDERS

Tenders will be received up till noon, WEDNESDAY, THE 12TH INST., for the taking down and removal of premises on the north-west corner of King and Yonge Streets.

All information may be obtained at the office of
DARLING & PEARSON, Architects,
Mail Building, Toronto.

To Contractors

TENDERS

Tenders will be received by the Architect up to 5 p.m. on SATURDAY, THE 15TH INST., for the whole of the several trades, including Mason and Brickwork, Carpentering, Structural Iron, Galvanized Iron, Plumbing, Drains, Painting and Glazing, Roofing, Encaustic and Mosaic Tiling, Metal Ceilings, Plastering, Electric Elevator, etc., required in the erection and completion of a

Four Story Store and Office Building

to be erected on the north west corner of Yonge and Temperance Streets, for MESSRS. W. & D. DINEEN. Plans and full specifications can be seen and all information obtained at the office of the undersigned.

Contractors will be required to furnish evidence of their ability financially and otherwise to complete the works.

The lowest or any tender will not necessarily be accepted.

F. H. HERBERT, Architect,
9 Toronto Street.

Notice to Contractors

Tenders for Alterations and Additions to the Fire Hall, Barrie.

Whole or Separate Tenders will be received by the undersigned until noon on

Thursday, 13th May,

for certain additions and alterations to the Fire Hall Buildings.

Specifications may be seen and forms of tender obtained at the office of the Architects, Messrs. Thos. Kennedy & Son, McCarthy's Block, Dunlop Street, Barrie.

A deposit, in the form of a marked cheque, payable to the order of the Town Treasurer, for the sum of 2½ per cent. on the value of the work tendered for, must accompany each tender.

The lowest or any tender not necessarily accepted.

RICHARD POWELL, HENRY BIRD,
Chairman Fire and Police. Town Clerk.

Barrie, 27th April, 1897.

CONTRACTS OPEN.

ST. GEORGE, N. B.—Frederick Dewar intends erecting a residence.

FREDERICTON, N. B.—Henry Anderson is preparing to erect a residence.

KILLALOE, ONT.—John Reid, of Almonte, will build a woolen factory here.

VANCOUVER, B. C.—Plans have been prepared for a Chinese theatre, to cost \$2,000.

GIBSON, N. B.—It is stated that W. H. Murray, of St. John, will build a large saw mill here.

MATANE, QUE.—The bridge over the Matane river was recently carried away by floods.

DALSTON, ONT.—Ground has been

broken for the erection of a Methodist church here.

ESSEX, ONT.—The installation of an electric light plant is contemplated.

ST. MARYS, ONT.—Tenders for the erection of a block of stores are invited by P. Whelihan.

ARNPRIOR, ONT.—It is expected that work will shortly be commenced on the new post-office.

MONCTON, N. B. A new railway station will shortly be erected here for the Intercolonial Railway.

MELBOURNE RIDGE, QUE.—A new Episcopal church will be erected here during the coming summer.

AYLMER, ONT.—Extensive improvements and additions to the electric light works are contemplated.

HINTONBURG, ONT.—The Council have selected a site on the Sparks estate for the proposed market building.

WINNIPEG, MAN.—C. H. Wheeler, architect, has prepared plans for alterations to the Bijou theatre.

RICHMOND HILL, ONT.—The selection of a site for the proposed high school building has not yet been made.

RICHMOND, QUE.—The Sisters of the Congregation intend building a large addition to the convent building.

LAWRENCETOWN, N. S.—J. N. Morgan will receive tenders until June 1st for the purchase of bonds to the extent of \$10,000.

BELLEVILLE, ONT.—Tenders are asked by J. J. Haines for rebuilding the Haines & Lockett building. Plans at office of Walter Alford.

AMHERSTBURG, ONT.—Thos. Tomlinson asks tenders until the 15th inst. for supplying the town with white oak scantling and plank.

RIVIERE DU LOUP, QUE. A deputation has requested the Dominion government to construct a wharf here to extend to deep water.

ST. STEPHEN, N. B.—J. Vroom, town clerk, is receiving tenders this week for the erection of a public wharf here, from plans to be seen at the Windsor Hotel.

ST. THOMAS, ONT.—At a public meeting of citizens it was resolved to submit a by-law to the ratepayers to raise the sum of \$40,000 for the erection of a city hall.

HULL, QUE.—Mr. Beemer has submitted plans to the City Council for the extension of the Gatineau Valley Railway and Pontiac and Pacific Railway to Hull.

WINDSOR, N. S.—J. C. Geldert, town clerk, writes that the plans of Elliott & Hopson, architects, have been accepted for the proposed school building in this town.

LONDENBORO, ONT.—Tenders will be received by the Township Clerk until May 29th for building a bridge over the Matland river, concession 4, to be completed by August 1st.

BARRIE, ONT.—The town clerk will receive proposals until the 13th inst. for alterations and additions to the fire hall, from plans by Thos. Kennedy & Son, architects, of this town.

MIDLAND, ONT.—The engineer of the Grand Trunk Railway was in town recently laying out the site for the proposed elevator, and work on the building will shortly be commenced.

KEEWATIN, ONT. The Ottawa Gold Milling & Mining Company, composed of Ottawa capitalists, propose erecting a large stamp mill upon the old Dick and Banning water power at this place.

BATHURST, N. B.—Plans have been invited by the provincial government for a new bridge across the Big river at this place, to be of steel, with stone buttresses. Particulars may be obtained from Mr. Emmerson, commissioner of public works.

ACTON, ONT.—Tenders will shortly be asked for exterior and interior improvements to the Methodist church, from plans prepared by Mr. J. A. Ellis, architect, of Toronto.

NIAGARA FALLS, ONT.—The Canadian Niagara Power Company commenced work last week in developing the water power, in accordance with the terms of their franchise.

KINGSTON, ONT.—A new building in connection with Queen's University is required, and principal Grant will shortly collect funds for the purpose. The cost is placed at \$30,000.

RENFREW, ONT.—The plans of B. Dillon, architect, for the new Methodist church, have been accepted. The building will be brick, with towers, and seating capacity for 400 persons.

EMSDALE, ONT.—Tenders are asked until the 15th inst. for the erection of a stone foundation under St. Andrew's church and manse. Address, A. Campbell, secretary and treasurer.

QUEBEC, QUE.—Tenders are asked by W. D. Baillarge up to Wednesday, 10th inst., for the construction at Cap Blanc of a retaining wharf 650 feet in length and 10 feet in breadth.—The removal of St. Johns gate will shortly be commenced by the city.

HALIFAX, N. S.—John Foster has purchased property on Edward street on which he will erect a pair of dwelling houses.—The Bedford Electric Company have an option on property near Birch Cove, and will probably erect their power house there.

ST. LAMBERT, QUE.—James R. Beatty, secretary-treasurer of the town, will receive offers until the 17th inst. for a franchise for a system of waterworks, also for construction of a drainage system. Plans may be seen at the office of J. E. Vanier, C.E., Imperial Buildings, Montreal.

NORWOOD, ONT.—It is expected that J. B. Pearce and W. H. Tucker will each build fine blocks on the ruins of the old buildings.—W. E. Roxburgh will probably build a block of buildings.—The Liberals will urge upon the government the erection of a post-office here.

PORTAGE LA PRAIRIE, MAN.—Mr. Metcalf has decided to put a stone foundation under his mill, to add a new engine and boiler, and to remodel the machinery.—Tenders have been invited for remodeling the town hall, according to plans prepared by Mr. Silverthorne, architect.

WINDSOR, ONT.—The Big Creek drainage works in Essex, for the drainage of Tilbury East, Romney, Mersea, Tilbury West and Tilbury North, has been finally settled by the courts, and will be carried out according to the report of Mr. Wm. Newman, C.E., of this city. The proposed work is estimated to cost \$45,672.

STRATFORD, ONT. The Perth Mutual Insurance Company will build an office building opposite Knox church.—At the last meeting of the City Council the question of a sewerage system was considered, and it was resolved to visit different cities in the United States with a view of learning the most satisfactory system for this town.

RAT PORTAGE, ONT.—Plans have been prepared and submitted to the Ontario and Dominion governments for the construction of a dam and lock at Ash Rapids. It is proposed to utilize the water power thus provided in generating electricity to light the neighboring mines.—Head & Peters, architects, are taking tenders for a brick school at Keewatin.

CHATHAM, ONT.—Powell & Carswell, architects, have prepared plans and invited tenders for a nurses residence at the General Hospital.—William Craddock, architect, of London, has presented a report to the City Council on the market

building. The necessary repairs are estimated to cost \$2,815.—The dredging of the Thames from Chatham to the lake is ordered by the Dominion government to start forthwith.—New tenders will be asked for granolithic pavements, the City Council having accepted Northwood & Co.'s resignation of their contract.

GUELPH, ONT.—G. R. Bruce, architect, is receiving tenders this week for the erection of a stone residence for J. H. Simpson.—Mr. Pequegnat, of this city, will shortly commence the erection of a bicycle factory at Berlin.—Tenders have been invited by the Board of Works for the construction of cement walks throughout the city.—The Board of Health have recommended that the City Council erect a smallpox hospital.

PORT ARTHUR, ONT.—Jas. Conmee, M.P.P., and D. F. Burke, of this town, have asked the government for a subsidy of \$6,400 a mile towards the construction of the Ontario and Rainy River Railway, which will run from a point 22 miles west of Port Arthur to Rainy Lake, a distance of 165 miles. A subsidy has been granted by the Ontario government, and the promoters are in hopes of securing an appropriation from the Dominion.

CARLETON PLACE, ONT.—The Council are now considering the question of fire protection, and for this purpose a committee recently visited Ottawa with the view of obtaining an estimate of the cost of constructing a waterworks system. It is proposed to utilize the water of the Mississippi river by the employment of steam pumps. It is probable that the committee will also recommend the purchase of a hook and ladder truck and chemical engine.

BRANFORD, ONT.—The Verity Plow Co. propose erecting a large addition to their works.—The City Engineer has issued the following building permits: Havell & Whitham, alterations in the Lisdale store, Colborne street, cost \$1,600; George Yeates, brick dwelling house on Nelson street, cost \$800; Dunnett & Taylor, brick dwelling house on Philip street, cost \$1,000; John Parsons, brick dwelling house on Eagle ave., cost \$800.—The City Engineer has recommended the construction of 41,000 square feet of cement sidewalk and 90,000 square feet of plank walk as local improvements.—The new additions to the Verity Plow Company's works will probably include a large moulding shop.

HAMILTON, ONT.—Mr. Hays, general manager of the Grand Trunk Railway, has stated that it is the intention of the company to build a station near the centre of the city as soon as the finances will warrant the expenditure.—The board of governors of the hospital met last week to consider the plans submitted for the proposed addition. It was resolved to submit the plans to a committee of the medical staff.—Building permits have been granted as follows: E. Bailey, two-story brick dwelling on Smith ave., cost \$1,400; W. A. Edwards, two-story brick dwelling on Oak ave., cost \$1,200; James Ennis, two-story brick dwelling on Mary street, cost \$1,300; R. Clohecy, two two-story brick dwellings, corner Emerald and Cannon streets, cost \$2,100.—The City Engineer has estimated that the Fergusonave. sewage disposal works can be built for \$43,000.—The city will construct cement sidewalks on several streets.—The Dundas Council have given two readings to the by-law providing for the conversion of the Hamilton & Dundas railway to an electric system.

LONDON, ONT.—Tenders will shortly be called for the construction of two more sections of the new sewer, to cost about \$30,000.—Herbert Matthews, architect, is receiving tenders this week for building a brick residence on Oxford street for Mrs.

M. J. E. Blizard.—Tenders are asked by Moore & Henry, architects, until Friday, 7th inst., for alterations and additions to St. James' Episcopal church, South London.—Several contributions have been received towards the proposed Victoria Jubilee hospital, and it is thought that arrangements for its erection will shortly be completed.—Tenders are invited until the 12th inst., addressed to J. W. McCallum, for fire department supplies, including 1,200 feet of 2½-inch fire hose, 50 feet of 4-ply rubber hose with couplings, rubber coats and boots, copper wire, etc.—The City Engineer has recommended that tenders be called for a steel highway bridge across the river at the foot of King street. The structure will have a span of 163 feet, with 305-foot steel approach on the east side and 153 feet on the west side.—James Lydiatt, formerly of the Wallaceburg glass works, will probably establish glass works in this city.—T. H. Devaney will erect a brick store and dwelling, corner Simcoe and Richmond streets.—The Masons of this district are taking steps to collect \$10,000 to erect a Masonic pavilion in the proposed Victoria jubilee hospital.

OTTAWA, ONT.—A deputation from the county and city has requested the Minister of Railways and Canals to build a bridge over the Rideau canal at Concession st.—It is announced that a convent for the Order of the Precious Blood will be built near Nepean Point.—The City Council has decided to purchase a small steam road roller.—At a recent meeting of the Waterworks Committee it was decided to at once commence the construction of new water mains.—The site is now being prepared for the new building for the Sun Life Assurance Company, the plans for which were prepared by E. L. Horwood, architect.—Robert Surtees, city engineer, will receive tenders until Wednesday, 12th inst., for the construction of an asphalt roadway on Banks street, between Maria and Ann streets.—A proposition has been made to change the Wellington ward market building into a central fire station. Should the idea meet with the approval of the City Council, an architect will be engaged to prepare plans and an estimate of the cost of the work.—It is probable that tenders will be invited at once for two steamers of a capacity of 750 gallons per minute; also for an 85-foot aerial ladder, 50 tarpaulins, and two four-wheel horse wagons.

MONTREAL, QUE.—A. Dubreuil, architect, is calling for tenders for two dwellings, to be erected at the corner of Cadieux and Ste. Agathe street, for Adolphe Mathiew.—A. Prefontaine, architect, is calling for tenders for the brickwork of a residence for El. Cote, to be built on Sherbrooke street.—Chas. Chausse is preparing plans for four residences to be built at Westmount for F. Mercier. Tenders will be invited shortly.—Ex-Senator Warner Miller, of New York, has purchased the water power of the Shewanigan river, near Three Rivers, Que., where he will erect a pulp mill the coming summer.—In view of arrangements being made for the erection of a sanitarium at Mount Tremblant, the C. P. R. purpose locating a station on their line this summer to accommodate passengers desiring to reach the sanitarium.—The city surveyor has reported that the proposed public works in St. Jean Baptist ward, the making of drains, construction of sidewalks, and macadamizing streets, would entail an expenditure of \$12,000, and the Road Committee has decided to so report to the City Council.—In response to a deputation from this city, Mr. Tarte, Minister of Public Works, has stated that he will shortly meet the business men to consider the question of harbor improvements.—The congregation of St. Stephen's Episcopal church have under consideration the question of selling their present property and erecting another building on an uptown

site.—It is announced that work will be at once commenced on the completion of the Baie des Chaleurs Railway from its present terminus at Caplin to Gaspe.

TORONTO, ONT.—The York County Commissioners invite tenders until the 13th inst. for the iron work of a bridge at York Mills. Plans at the office of Mr. Jas. McDougall, County Engineer. Debentures for \$20,000, to meet current expenses, will be issued.—E. J. Lennox, architect, has recommended that the electric plant for lighting the new city and county buildings be placed on the premises, instead of at the waterworks, as suggested.

Schlistig Bros., of Prooklyn, N. Y., propose starting a factory in Ontario for the manufacture of glue, combs, buttons, etc., and will probably locate in this city. It is their intention to erect a factory and plant costing \$500,000.—Strickland & Symons, architects, are receiving tenders this week for a brick residence on Huron street.—The Board of Control has referred the report on the Fort Rouille and Dufferin street sewer extensions to the city engineer and health officer, for the purpose of affixing the amount of damages to property.—The announcement is made that W. & D. Dineen have purchased property at the north-west corner of Yonge and Temperance streets, on which they propose erecting a four-story office and store building, at a cost of \$35,000, the plans for which have been prepared by Mr. F. H. Herbert, architect. The building will be built in pressed brick, with grey stone trimmings and carved ornamentation, steam heated, and wired throughout for incandescent lighting, with electric elevator, plate glass front, etc. The main floor and basement and a two-story show room will be occupied by the Dineen firm, the balance of the building to be divided into offices.—J. A. Ellis, architect, has prepared plans for remodeling the Methodist church at Acton, Ont. The East Toronto Public School Board have accepted the plans of the same archi-

tect for a brick school of six rooms, to be heated by three furnaces.—The city engineer has been instructed to report as to the probable cost of establishing and operating a civic telephone plant for 5,000 subscribers.—The offer of C. H. Stinson for property on Dufferin street has been refused by the Property Committee. It is understood that it was the intention of W. F. Lee & Co. to erect a wine factory thereon.—The Duryea Motor Wagon Co., of New York, will probably establish a factory in this city.—A sub-committee of the City Council are looking into the question of a site for the new Technical School building.—St. Paul's Presbyterian church on Euclid ave. will probably be removed to the corner of Bathurst street and Barton ave.—Building permits have been granted as follows: J. Lowther, 427 Euclid ave., det. 2 story and attic brick dwelling, Howland ave., w. side, west of Barton ave., cost \$2,500; Henry N. Williams, Rusholme rd., 2-story and attic brick dwelling, 229 Rusholme rd., cost \$3,600; Kemp Mfg. Co., Bell st., 4-story brick addition to factory, n. side Bell st., cost \$6,500; Toronto Conservatory of Music, 7 Wilton ave., large 1-story hall, also a 3-story addition and alteration at s. w. cor. of College and University ave., cost \$12,000.

FIRES.

The Empire block at Simcoe, Ont., owned by J. B. Jackson, has been burned.—The Commercial at Winnipeg, Man., was almost totally destroyed by fire on Monday last.—The wholesale warehouse of H. P. Eckardt & Co., Toronto, was recently damaged by fire to the extent of \$70,000. The building is owned by the Wm. Ramsay Estate of Scotland, and was damaged to the extent of \$5,000, covered by insurance.—The large flour and feed mill of George Reid at Dunnville, Ont., has been burned, loss \$3,000.—George Vick & Son's roller flour mill at Orillia, Ont., was destroyed by fire last week;

THE Authorities at Ottawa have been investigating the merits of the new Wall Plaster, known as

“ASBESTIC”

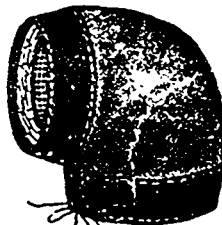
which is nearly the pure product of Asbestos, and possesses all the remarkable qualities of that mineral, being Absolutely Fire-Proof, and as a Plaster, Cohesive and Elastic, besides allowing a Perfect Surface Finish. The result of such examination and investigation, from actual work done in Ottawa, and the opinions of eminent Architects, is to prove that it is all that it is claimed to be. A large order has been given for this material, which is to be used in the reconstruction of the Parliament Buildings, lately destroyed by fire.

The Authorities have shown great wisdom in their choice, as the cost over ordinary plaster is very trifling, and the advantages so manifest to every Architect who has given this remarkable production careful attention, that it cannot fail to commend itself as a positive assurance of safety against fire risk, entailing the minimum of cost for such an object.

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loss \$20,000, partially covered by insurance. The cooperage shop of the Stevens Campbell Milling Company, at Chatham, Ont., was recently damaged by fire to the extent of \$10,000. The company will at once rebuild. The residence of James Humphries, near Brantford, Ont., was totally destroyed by fire last week, loss \$1,500. The saw mills of Palmer & Ouellette, about two miles west of Tilbury, Ont., have been burned, including two engines, loss \$1,500.—The Oxford Foundry and Machine Company's buildings at Oxford, N. S., together with machinery, stock, etc., were totally consumed by fire on the 26th ultimo. The loss is placed at \$10,000.

CONTRACTS AWARDED.

ORILLIA, ONT.—The consolidated debentures for \$6,100 have been sold to Hanson Bros., of Montreal, for \$6,404.04.

GALT, ONT.—The tender of the Silica Barytic Stone Co., of Ingersoll, for laying cement sidewalks in this town, has been accepted.

BRANTFORD, ONT. The contract for the supply of sewer pipe for the year 1897 has been awarded to W. McNally & Co., of Montreal.

ST. CATHARINES, ONT.—Capt. Larkin, of this city, is said to have secured the contract for the Iroquois section of the St. Lawrence canals.

THAMESFORD, ONT.—The Council of East Nissouri are said to have decided to purchase a road machine from the F. C. Austin Company, of Chicago.

CLAYTON, ONT.—Jas. Wilson, Almonte, has the contract for the new Presbyterian church here. The building, furnaces and seating will cost about \$3,200.

STRATFORD, ONT.—The city council have resolved to purchase a steam road roller from the Buffalo Pitts Company, of Buffalo, at the price of \$3,600.

WINNIPEG, MAN.—The tender of Scott & Co. for block pavements on Main street and Logan avenue, at the price of \$7,422 and \$2,866 respectively, has been accepted.

HENSALL, ONT.—G. C. Petty has awarded contracts for a residence as follows: Woodwork, R. Paterson, masonry, G. Kidd. The same contractors will build a warehouse for the Massey Harris Co.

OTTAWA, ONT.—Tenders for a hook and ladder truck were received by the city as follows: Ottawa Car Co., \$1,449 (accepted), L. Duhamel, \$1,600.—The Dominion government have let the contract for the Cardinal section of the Galops canal to William Davis & Sons, contractors, of Cornwall. The work will cost about \$2,500,000.—The contract for granolithic sidewalks has been given to the Canadian Granite Company

MONTREAL, QUE.—Building permits have been granted as follows: Three dwellings on Mountain street for A. A. Ayer, architects, Brown, McVicar & Heriot, masonry, Heggie & Stewart, carpenter and joiners work, Thos. Forde, brick, W. H. Boon, each building to cost \$5,000. One house on Dufferin street, wood, lined in brick, for Mr. Raphael Chartrand. One house on St. Germain street, Hochelaga, wood, lined in brick, for Uldric Ledoux, carpenter, George Chasse. Two houses, four tenements, to be built on Picard lane, stone and brick, proprietor, F. H. Deom, architect, Jos. A. Mercier, contractor, all trades, Alf. Delorme.

TORONTO, ONT.—The York County Commissioners have accepted the tender of Gowanlock & Co. for the stone abutments of a bridge at York Mills.—The Board of Control have let the following contracts: Laying 24-inch water main on Front street, between Simcoe and Church

streets, R. H. Hill, \$4,384.50, other tenders, \$5,051 and \$3,699, brick pavement on Grange avenue, between Spadina avenue and Esther street, Constructing & Paving Co., \$3,993, other tenders, \$3,860, \$3,992, \$3,363 and \$3,784, macadam pavement on east side Queen's Park crescent, The Constructing & Paving Co., \$5,678, other tender, \$5,057, sodding boulevards, John Clarke and John Wood. Gordon & Helliwell, architects, have accepted the following tenders in connection with the erection of a residence on Rusholme road: Mason and brickwork, Harnon & Teagle; carpentry, Young & Co., slate, tile and metal roofing, W. D. Hutson & Son; plastering, R. Charles; plumbing, J. Ritchie Co.; painting, J. Taylor.—J. A. Ellis, architect, has let contracts as follows for a residence on King street for D. Conboy: Masonry, A. McCurdy; carpentry, Walker & Robinson; roofing and iron work, Tucker & Dillon; plastering, A. Webster; plumbing, Purdy, Mansell & Mashinter.

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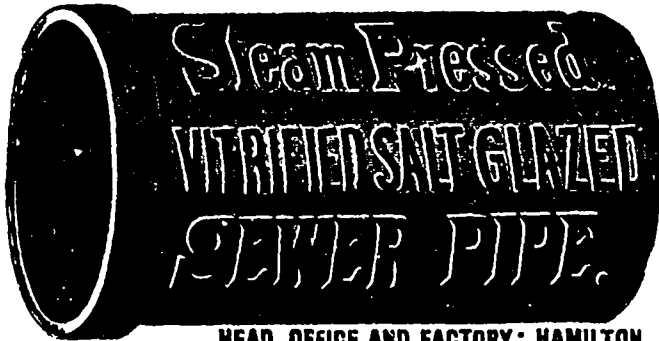
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HARDWOOD PAVEMENTS.

Mr R. W Richards, City Surveyor of Sydney, New South Wales, who has had an active connection with the well-known hardwood pavements in Sydney since their inception in 1880, contributed a valuable paper on their construction and management to the English Association of Municipal and County Engineers.

The wood pavements in Sydney now cover nearly 387,000 square yards of surface, extending over 20 miles of streets. The first pavement was laid with various kinds of timber with the blocks cut in sizes 3 x 6 x 9 inches of well seasoned hardwood. The foundation was of 6 to 1 concrete laid to a thickness of 6 inches, floated with cement mortar. Upon this the blocks were laid 1 inch apart, the joints being filled in with bluestone screenings and tar, when thoroughly grouted, flush with surface, a top dressing of clean, coarse sand and tar was spread to a thickness of $\frac{3}{4}$ inch over the entire surface; then the roadway was thrown open for traffic. Each kind of wood was separated, and included classes known as red gum, black butt, ash, box, Baltic, blue gum, brown pine and cedar. In less than five years about one-sixth of the ash timbers were removed, and renewed with spotted gum and black butt; about one-tenth of the box, one-half of the Baltic, one-fourth of the brown pine, and all the cedar blocks were removed, and blocks of blue gum laid; and by 1893 the whole of the original blocks had been removed and the pavement relaid with black butt and tallow wood. These pavements cost about \$6.50 per square yard, the filling between the blocks accounting for much of this expense.

In 1887 the width of the joint was reduced to from $\frac{3}{4}$ to $\frac{3}{8}$ inch, and in 1888 the width of the joint was reduced to $\frac{1}{4}$ inch when grouted and thoroughly rammed, complaints having been made of the noisiness and slipperiness of the wider joint. The blocks are laid with a butt joint, the blocks being dipped in tar, hammered up at every twelfth row, and afterward flushed with boiling tar and river sand. It is found that the expansion of the narrow jointed pavement is less than in the wide jointed ones. To allow for any possible expansion, however, a 2 inch seam of sand or clay is laid parallel with and close to the curbing. Outside this layer hardwood planks 3 inches thick, 6 inches deep and 12 feet long, are fixed so as to break joints with each other on each side of the street. No trouble from expansion has been had with this arrangement. The cost of these pavements now is about \$3.80 per square yard, wages being \$1.50 per day instead of \$2.00 as in 1880. To prevent slipperiness, the pave-

ments are sanded when occasion demands nearly \$6,000 a year being expended in this way.

As the result of 17 years' experience, Mr. Richards has come to the conclusion that a carriageway pavement laid upon a good foundation of concrete with New South Wales hardwoods, with slope or butt joints, with convexity of 1 in 60 or 1 in 80, as the longitudinal gradient may suggest, properly cleansed and maintained, is the best and most suitable form of pavement for heavy and continual traffic; and that the best timbers for such work are tallow wood, black butt, blue gum, red gum and mahogany. These timbers, after having been so laid in Sydney streets, have, upon examination, shown wear at the rate of from $\frac{1}{8}$ inch to $\frac{3}{8}$ inch per annum, and have not required repairs of any kind, although the traffic on one 36-foot street in Sydney has been found by count to amount to 330 vehicles per hour, averaging one ton in weight, and on another street as many as 500 vehicles an hour have been observed. Mr. Richards considers the jarrah and karri woods of Western Australia very good paving material, but not comparable with the tallow wood and black butt of New South Wales.

ROAD-MAKING MACHINERY.

A few days ago a trial was made in Springfield-road, Chelmsford, of one of the new scarifying machines recently purchased by the Essex County Council, acting under the advice of the chief surveyor. A section of roadway was selected for the trial in front of the Chelmsford Prison, and the scarifier, which was attached to and formed part of one of Messrs. Aveling and Porter's ten-ton steam-rollers, was set in motion. The roadway, which is of hard granite, readily yielded to the tearing up progress of the scarifier, which consists mainly of a row of high-tempered steel teeth, set to whatever depth of breaking up is required, and easily regulated and adjusted by the driver in charge of the roller. In a few minutes a large area of roadway was thoroughly torn up and made ready to receive fresh metal, and within three hours of the work being commenced, the road was re-coated with granite and steam-rolled, an operation which under the old system of hand labor would have entailed several days' work. Entire satisfaction was expressed by the experts present.

USEFULNESS OF VARIOUS KINDS OF STONE FOR HIGHWAYS.

A most important matter to consider in the choice of stone for road metals, in highway work, is its resistance to weather and friction. The amount of traffic, the value of the material considered simply as material, independent of price, and the price itself, are the three elements to be carefully determined and weighed with and against each other. German statistics are not wanting to show the comparative resistance of various road materials to wear caused by similar conditions.

Taking as a standard 1 cubic meter = 1.3 cubic yards of basalt, with a crushing strength of 1,500 kilograms per square centimeter (21,335 pounds per square inch), the equivalent necessary quantities of other stones are as follows:

CRUSHING STRENGTH.		MATERIAL.	Proportional quan. required (cu. in. or cu. yds.)
Lbs. per sq. cm.	Lbs. per sq. in.		
1,500	21,335	Basalt.	1.
1,400	19,912	Basalt.	1.08
1,300	18,490	Diorite; aphanitic greenstone, melaphy or angite porphyry, gabbro.	1.20
1,200	17,068	Granite, syenite, compact quartz porphyry.	1.32
1,100	15,645	Porphyry of the granite group.	1.59
1,000	14,223	Quartz graywack millstone grit.	1.84
900	12,801	Graywack.	2.15
800	11,378	Quartz limestone, compact new red sandstone.	2.57
600	8,554	Jura limestone.	4.00
500	7,132	Jura sandstone.	7.00
400	5,710	Chalky limestone.	12.00

The extraordinary decrease in durability compared with crushing strength shows the necessity of great care in testing and choosing stone for road-metaling purposes.

In the table, average values are given; and the conditions of climate, traffic, etc. are the same in all cases. Under different other conditions it may be said that the differences in durability are less, the less the traffic and the more favorable the weather and the position of the road.

With good weather conditions, favorable position as regards dampness, and light traffic, more attention should be paid to cost than when contrary conditions prevail.—Robert Grimshaw, C.E., in Municipal Engineering.

In France, where a national system of highways is maintained at the expense of the general government, stringent and compulsory regulations for the width of tires are enforced; from three to ten inches is the rule, depending on the weight of the load. These regulations are rigidly and impartially enforced.

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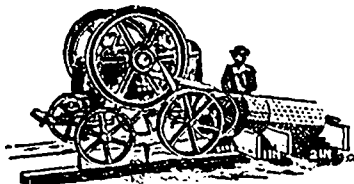
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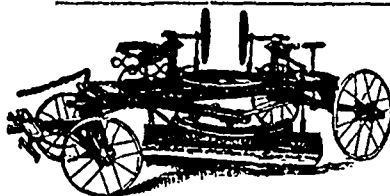
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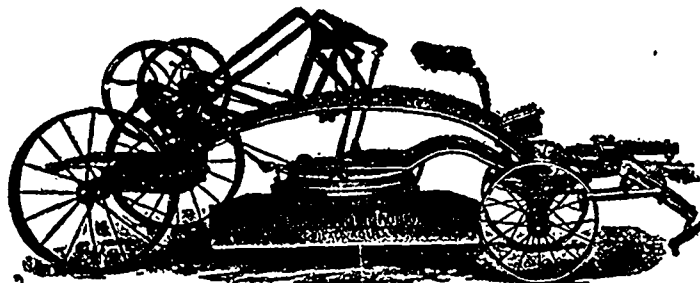
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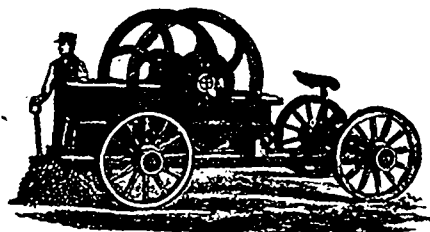
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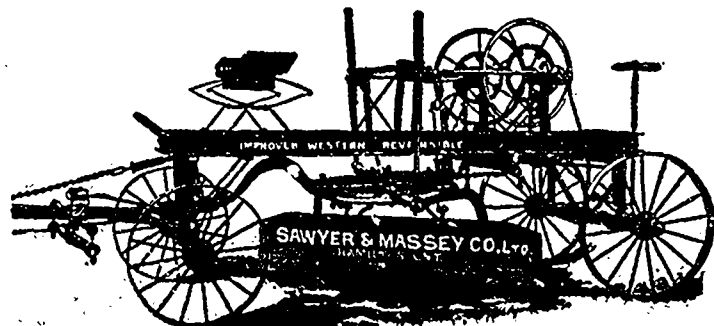
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