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CANADIAN CONTRACT RECORD

A WEEKLY JOURNAL OF

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. 10.

SEPTEMBER 20, 1899

No. 34

THE CANADIAN CONTRACT RECORD,

PUBLISHED EVERY WEDNESDAY

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

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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 CONTRACTORS

Tenders will be received until 6 o'clock p.m. MON
DAY, SEPTEMBER 25TH, for the several works re-
quired for the erection of a

PACKING HOUSE AND COLD STORAGE BUILDING

in the City of Stratford, in accordance with plans and
specifications prepared for that purpose, which may be
seen and all information obtained at the office of T. J.
Hepburn, Architect, after Wednesday, September 20th.

Tenders must bear the bona fide signatures of the
contractor and his sureties, or they will be ruled out as
informal.

The lowest or any tender not necessarily accepted

WHYTE PACKING CO., Limited,
Stratford, Ont.

Stratford, Sept. 16th, 1899.

BRANTFORD WATERWORKS

NOTICE TO CONTRACTORS

Sealed tenders, addressed to the Chairman of the
Board of Water Commissioners, City Hall, Brantford,
Ont., will be received until 12 o'clock noon on

Saturday, 23rd September, 1899,

for the supplying and laying of about

2,500 Feet of 24-inch Sewer Pipe,
150 Feet of 24-inch Water Pipe,

together with the construction of WELLS, MAN-
HOLES and VALVES.

Plans, specifications and forms of tender may be seen
at the office of the City Engineer, Brantford, on and
after September 16th.

A deposit in the form of a marked cheque, payable to
the order of the City Treasurer, for the sum of 10 per
cent. on the value of the work tendered for, must ac-
company each and every tender.

The lowest or any tender not necessarily accepted

T. HARRY JONES, M. Can. Soc. C. E.
City Engineer.

Brantford, Sept. 13th, 1899.

TO CONTRACTORS

Tenders will be received by the undersigned up to 4
p.m. of OCTOBER 25th, for the Electric Wiring and
Combination Fixtures, Seating (Pewee) and Chancel
Furniture required at St. George Cathedral, Kingston.
Lowest or any tender not necessarily accepted.

Plans and specifications may be seen at our office
POWER & SON, Architects,
Merchants Bank Building, Kingston.

To Contractors

Tenders will be received by the undersigned up to 6
p.m. of the 25th INST for the several works required
in converting the building on the corner of Princess and
Ontario Streets into an Opera House; also for the
Electric Wiring, Seating, Decorating, Scenery, etc., re-
quired in equipping same.

Lowest or any tender not necessarily accepted.
Plans and specifications may be seen at our office.

POWER & SON, Architects,
Merchants Bank Chambers, Kingston.



TENDERS FOR

Telegraph Wire

SEALED TENDERS, addressed to the undersigned
and endorsed "Tender for Telegraph Wire," will
be received at this office until WEDNESDAY, THE
TWENTIETH SEPTEMBER, 1899, for the supply
of Three Hundred and Thirty Thousand Pounds or
One Hundred and Sixty-Five Tons (of 2,000 pounds),
of No. 8 S.W.G. Galvanized Iron TELEGRAPH
WIRE (24 to 25 lbs. per mile), delivered in 1899 at
the C.P.R. Station at Vancouver, B.C., within four
weeks from the date of acceptance of tender.

The quantity of the wire and galvanizing must be such
as will afford a test corresponding to the Felten-Guil-
leume standard E. B. L., having a constant (resistance
x weight per mile) under 5,700, breaking strain over
1,100 lbs., and taking not less than 21 twists in six
inches. Weight of lengths, without joints, 90 to 112
pounds.

Also for delivery with the above, 10,000 Pounds, or
Five Tons (of 2,000 pounds) No. 9 Soft Annealed Gal-
vanized Iron ILL WIRE, the coils to be distinctively
tagged.

Tenders to state the price per 100 lbs., all charges in-
cluded, in bond at Vancouver as above.

Each tender to be accompanied by an accepted bank
cheque, made payable to the order of the Honorable
the Minister of Public Works, for an amount equal to
ten per cent. of the bulk sum of the tender. This
cheque will be forfeited if the party decline the contract
or fail to execute the contract, and will be returned in
case of non-acceptance of tender.

The Department does not bind itself to accept the
lowest or any tender.

By Order,
E. F. E. ROY,
Secretary.

Department of Public Works,
Ottawa, Sept. 13th, 1899.

EXTENSION OF TIME

The time for receiving tenders for the supply of Wire
for the Yukon Telegraph Service is hereby extended
from the Twentieth September to the FIFTH OCTO-
BER, 1899.

By Order,
E. F. E. ROY,
Secretary.

Department of Public Works,
Ottawa, Sept. 15th, 1899.

Newspapers inserting this advertisement without
authority from the Department will not be paid for it.



SEALED TENDERS, addressed to the undersigned
and endorsed "Tender for Public Building, Wood-
stock, Ont.," will be received at this office until TUES-
DAY, 30th OCTOBER, 1899, for the Erection of a
PUBLIC BUILDING at Woodstock, Ont., according
to a plan and specification to be seen at the Department
of Public Works, Ottawa, and at the office of A. S.
Hall, Esq., Barrister, Woodstock, Ont.

Tenders will not be considered unless made on the
printed forms supplied, and signed with the actual sig-
natures of the tenderers.

An accepted bank cheque, payable to the order of the
Minister of Public Works, equal to ten per cent. (10%)
of the amount of the tender, must accompany each
tender. The cheque will be forfeited if the party decline
the contract or fail to complete the work contracted for,
and will be returned in case of non-acceptance of tender.

The Department does not bind itself to accept the
lowest or any tender.

By Order,
E. F. E. ROY,
Secretary.

Department of Public Works,
Ottawa, Sept. 15th, 1899.

Newspapers inserting this advertisement without
authority from the Department will not be paid for it.

TENDERS FOR BROKEN STONE

Sealed tenders will be received by the undersigned up
to noon on the

FIRST DAY OF NOVEMBER, 1899,

for the delivery of about Twelve Thousand Tons (2,000
pounds to the ton) of BROKEN STONE for construc-
tion of Macadam Pavements, of which said quantity
one-third to be broken to pass through a three-inch ring
and be rejected by a two-inch ring, one-third to pass
through a two-inch ring and be rejected by a one-inch
ring, and one-third to pass through a one-inch ring and
be rejected by a half-inch ring. Tenders to state a
price for the above quantity to be delivered from May
1st to November 1st, 1900, and also for the same quan-
tity each year for one, two or more years thereafter,
giving the City the privilege to require the delivery of
more or less of the above stated quantity in respect to
either of the aforesaid if deemed necessary. Delivery to be
made free on board cars or dock in this city. Tenders
to be accompanied by a sample of the Stone proposed
to be delivered, and to be addressed "Chairman of
Public Works," and also marked on envelope "Tender
for Broken Stone." Forms of tender may be obtained
from the undersigned, and all tenders must be made
upon said form. The City will not be bound to accept
any tender. It is the intention of the City to expend
\$200,000 in ten years in constructing Macadam Pavements.

STEPHEN LUSTED, City Clerk.

Windsor, Ont., Sept. 13th, 1899.

DATE OF PUBLICATION.

Architects, Engineers, Municipal Au-
thorities and others are reminded that the
CONTRACT RECORD is printed every
Tuesday afternoon, and that advertise-
ments should reach the office of publica-
tion not later than 2 o'clock p.m. on that
day to ensure insertion in the issue of the
current week. Advertisements are fre-
quently received too late for insertion, to
avoid which special attention is directed
to this announcement.

CONTRACTS OPEN.

BELLEVEILLE, ONT.—City debentures are offered for sale.

GRANBY, QUE.—The council is prepared to receive offers for a loan.

ST. GEORGE, N.B.—F. G. Kitchen is preparing to erect a brick building.

WHEATLEY, ONT.—It is rumored that Daniel Omstead will build a new block.

MOES RIVER, QUE.—The Free Baptists have decided to rebuild their church.

OWEN SOUND, ONT.—J. S. Findlay proposes increasing the capacity of his sawmill.

AYLMER, ONT.—The Michigan Central Railway Co. have decided to erect a new depot here.

WOODSTOCK, ONT.—The Thomas Organ Co. intend to improve their factory, cost \$5,000.

MONCTON, N. B.—It is said that negotiations are under way looking to the extension of the street railway.

PENETANGUISHENE, ONT.—It is understood that C. McGibbon proposes putting a band saw in his mill this winter.

KEMPTVILLE, ONT.—The corporation has invited tenders for building abatements of bridge at Clougher's wharf.

KIRKTON, ONT.—A committee has been appointed to solicit subscriptions for the erection of a flour mill in this village.

WALKERVILLE, ONT.—Two brick blocks will be erected on Fourth street by the Walkerville Land & Building Co.

HUNTSVILLE, ONT.—H. Proudfoot has completed plans for the new school house, but at last report contract had not been let.

GRAND FORKS, B. C.—The Bonanza Mountain Gold Mining Co. is about to let the contract for driving a tunnel 250 feet.

LEVIS, QUE.—Officials of the Intercolonial Railway were here last week inspecting the site for the proposed station.

HAMIOTA, MAN.—J. H. McConnell invites tenders up to noon, October 7th, for the purchase of \$4,000 school debentures.

DUBLIN, ONT.—James Jordan, clerk of Hubbert township, invites offers up to Sept. 20th for purchase of \$1,100 of debentures.

SYDNEY MINES, C. B.—John Carey, town clerk, invites offers up to October 3rd for purchase of \$2,000 of school debentures.

ST. MARY'S, ONT.—Dr. McGorman wants tenders for wiring and fixtures for electric lighting of church, 80x60 ft., with basement.

THOROLD, ONT.—The council is endeavoring to induce the Durham Rubber Co. to remove its factory from Bowmanville to this place.

FORT WILLIAM, ONT.—Work will be commenced as soon as possible upon the mill and elevator to be built by the Ogilvie Milling Co.

PETERBORO, ONT.—The town council will memorialize the Minister of Public Works to proceed at once with the dredging of the river.

CORNWALL, ONT.—Louis Chevalier, contractor for the Hotel Dieu hospital, wants tenders by the 23rd inst. for roofing the building with galvanized iron.

BRIDGEWATER, N. S.—The building to be erected by H. M. Patillo will contain dry goods store 27 x 55 feet, and furniture store 21 x 55 feet; plate glass windows.

ACTON, ONT.—Beardmore & Co. have broken ground for another large warehouse, 112 x 50 feet, brick, with stone foundation; N. Forbes is contractor for stone work.

LINDSAY, ONT.—The by-law to provide \$20,000 for street improvements and

\$7,000 for building fire hall and constructing steel bridge was defeated by the rate-payers last week.

COLUMBIA, B. C.—Mr. Smith, of Greenwood, has purchased property in this place on which to erect a building.—Work is shortly to be commenced on the new C.P.R. station.

MIDLAND, ONT.—The present contract for electric lighting expires at the end of the year, and the question of renewal will be taken up at an early meeting of council.

NIAGARA FALLS, ONT.—Steps are being taken to rebuild the power house of the Niagara Falls Park & River Railway. It has been found that three of the dynamos are but little damaged.

EDMONTON, N. W. T.—Edmiston & Johnson, architects, have prepared plans for a Sabbath school building in connection with All Saints church, to be 30 x 40 feet, one storey high.

HULL, QUE.—The city council has decided to proceed at once with proposed local improvements. At last meeting no action was taken regarding tenders for pipes for waterworks.

STRATFORD, ONT.—The Whyte Packing Co., Limited, ask proposals up to 6 p.m. of Monday, 25th inst., for the erection of a packing house and cold storage building, from plans by T. J. Hepburn, architect.

CHATHAM, ONT.—Mayor Smith is negotiating with eastern capitalists for the construction of an electric railway in this city.—Geo. Saurmann, of Holland, Mich., proposes erecting in this city a large brewery.

WALLACEBURG, ONT.—Wm. Bremner, secretary Building Committee, invites tenders up to Thursday, 28th inst., for the erection of a brick church, stone foundation, heated by hot air, for Presbyterian congregation.

OTTAWA, ONT.—The Department of Public Works is calling for tenders for supply of telegraph wire.—G. M. Bayly, architect, has taken out a permit for a large brewery to be built by Mr. Kloefer, of Guelph, to cost \$12,000.

WELLAND, ONT.—At a meeting of the Public School Board held last week, the plans submitted by J. A. Ellis, architect, of Toronto, for a new school building were considered. Tenders for erection will be invited at an early date.

BRACEBRIDGE, ONT.—Messrs. Baker & Marshall, representing a Hamilton syndicate, have lately been on Lake Rosseau prospecting for an hotel site. They expect to commence building operations this fall or in the early spring.

STURGEON FALLS, ONT.—The Sturgeon Falls Pulp Co. have asked for a further loan of \$12,000, in return for which it is agreed to renew the electric light contract, to put in a telephone service, and to construct a waterworks system.

BROCKVILLE, ONT.—McLaren & McCready, manufacturers of leather belting, contemplate enlarging their plant.—The Brockville Rink Co., at a meeting held last week, decided to erect another rink, for which plans are now being prepared.

PORTAGE LA PRAIRIE, MAN.—The Provincial Department of Public Works is about to make surveys for a bridge to be built over the Assiniboine river at this place. It is the intention to build the sub-structure during the low water season.

PARRY SOUND, ONT.—Engineers have completed the survey of the James Bay Railway from the Ottawa, Amprior & Parry Sound road into the town.—The building of the new brick block on James street has been postponed until next spring.

VICTORIA, B. C.—Plans have been prepared for a two-stall roundhouse for the C.P.R.—The Hutcheson Co. propose

erecting a new block below the Deluge fire hall. Tenders will be invited at once for enlarging the civic electric light station.

LONDON, ONT.—Herbert Mathews, architect, invites tenders up to 25th inst. for erection of brick dwelling on Duffens avenue.—Thos. Loveless has been granted a building permit for a brick residence on Waterloo street; Moore & Henry, architects.

COATICOOK, QUE.—H. Wilder, of Montreal, and a Mr. Bell were in town recently prospecting for a site on which to build a factory for the manufacture of furniture.—The Coaticook Electric Light Co. are putting down the foundation for their power house.

BRAMPTON, ONT.—A by-law will be introduced at next council meeting to borrow money for current expenses.—A large quantity of granolithic walk has been petitioned for, and the council will endeavor to obtain a lower price for the construction of same.

ST. JOHN, N. B.—John F. Wilson, city electrician, has recommended improvements to the fire alarm service, consisting of putting the wire in seven circuits, with non-interfering boxes, at approximate cost of \$7,000. A special meeting of the council will consider the matter.

SHERBROOKE, QUE.—The council will borrow the sum of \$100,000 for the purpose of constructing stone walks, erecting a market building, improving the waterworks system, and carrying out other necessary works.—The G. T. R. are about to build a bridge over the Magog river here.

GREENWOOD, B. C.—Madden & Dallas have decided to rebuild.—The intention of F. S. Barnard as to the rebuilding of the Windsor House has not yet been made known.—Messrs. Beath, Fisher and Sutherland have been appointed a committee to obtain plans from architects for new civic building.

ORILLIA, ONT.—James Haw has leased the hotel, corner Peter and Colborne streets, and intends building an addition.—G. E. Grant, town treasurer, invites bids up to October 2nd for purchase of \$75,000 of debentures.—The Fire and Light Committee have been empowered to invite tenders for electric power pump.

PEMBROKE, ONT.—Tenders close 3rd October for the purchase of \$17,000 of debentures. Particulars from B. B. Bahnsen, chairman Finance Committee.—The Guelph Pavement Co. have not yet signed the contract for construction of concrete sidewalks, and it is probable that the work may again be thrown open to tender.

PARIS, ONT.—It is the intention of Geo. Bernhardt, of Galt, to rebuild the American hotel in this town, at cost of \$7,000.—S. Dadson, town clerk, invites tenders on behalf of the corporation up to Monday, 25th inst., for the purchase of \$11,000 four per cent. twenty year debentures.

WINSOR, ONT.—The Roads Committee has decided to advertise for new tenders for the supply of stone for macadam pavements.—Plans for a parochial residence for St. Alphonsus church have been submitted by Fred Henry, of London, H. J. Powell, of Stratford, and J. Rohns, of Detroit. A selection will be made at an early date.

ST. CATHARINES, ONT.—F. W. Wilson, contractor, wants tenders by noon of 21st inst., for painting and glazing required at the Toronto Rubber Shoe Co.'s new buildings at Port Dalhousie.—John McLellan, of Fonthill, proposes erecting a residence on the Hill farm.—Wm. Gibson, M.P., was in the city last week in connection with a site for proposed drill hall.

SARNIA, ONT.—It is probable that an electric railway will be built here in the

near future.—Mackenzie, Milne & Co. are about to build a new pipe shed, one storey, 30 x 150 feet, covered with sheet iron.—The by-law granting a small bonus to the Dominion Wire Manufacturing Co., of Montreal, was carried last week, and the new building will now be commenced at once.

YARMOUTH, N.S.—A committee of the town council has presented a report on water supply, recommending the construction of a 16-inch water pipe from Lake George and the installation of a pumping plant.—C. B. Wilkins & Co., contractors for the Nova Scotia Southern Railway, are prepared to let the contract for work between the northern end of the tramway and the Indian Gardens.

KINGSTON, ONT.—Power & Son, architects, invite tenders up to 6 p.m. of 28th inst. for converting the building at corner of Princess and Ontario streets into an opera house, also for decorating, lighting, seating, scenery, etc.—On behalf of the corporation, F. C. Ireland, city treasurer, invites tenders up to Tuesday, September 26th, for the purchase of \$3,500 of 4 per cent. debentures and \$25,400 of 3½ per cent. debentures.

VANCOUVER, B. C.—Robt. Anderson, resident manager of the Klondike Government Concession, Limited, Hunker Creek, has returned from Dawson, and will proceed to London, Eng., where he will complete arrangements for undertaking an hydraulic development. Work will likely be commenced in the spring.—The Horner Methodist church congregation are about to build a new church here, to cost \$40,000, for which competitive plans have been received.

MONTREAL, QUE.—H. L. Uclair, C.E., of this city, has been appointed by the provincial government to survey the extension of the Montfort railway.—The Harbor Commissioners have instructed J. Kennedy, chief engineer, to prepare specifications for materials required for building a parapet wall between Prince and McGill streets. The commissioners have also recommended that the construction of the shore wharf north-east from the Lachine canal be proceeded with.—W. F. Fyfe, 181 St. James street, wants tenders by September 28th for the construction of a brick sewer and laying tile drains in Montreal West. Plans at office of W. McLea Walbank, C.E., 214 St. James street.—Messrs. W. J. Connors, proprietor of the Buffalo Courier, and H. D. Goulder, of Cleveland, are in the city to interview the Harbor Commissioners regarding the erection of proposed elevators. Owing to the high price of steel, they speak of building the elevators of wood, making arrangements for steel extensions as business warrants.—The Queen's block, corner University and St. Catharines streets, owned by Senator Ogilvie, collapsed a few days ago; loss about \$75,000.

HAMILTON, ONT.—Bids are asked by J. W. Jardine, clerk of County Wentworth, up to 25th inst., for purchase of \$20,000 of 4 per cent. debentures, payable in fifteen years.—Plans are being prepared at Ottawa for the reconstruction of the piers at Burlington Beach, and it is expected that work will be commenced in October.—The Board of Governors of the hospital have decided to refit the laundry; estimated cost, \$1,500. The erection of a new morgue is also being discussed.—The offer of the Cataract Power Co. to pump the water supply of the city is being considered by the council. If accepted, it is expected that another main will be put down and the city divided into two districts.—Building permits have been granted as follows: F. J. Rastrick & Sons, brick dwelling, corner Birge and William streets, for Wm. Wooley, cost \$800; Thos. Allen, two-storey brick dwellings, Catharine street, south, cost \$2,400.—In addition

to the building for which contracts have just been let, the Hoepfner Refining Co. will build two others, one 35 x 100 feet and the other 54 feet square.

WINNIPEG, MAN. Mr. J. H. C. Russell, architect, has prepared plans for two brick veneered, four house terraces for W. W. Cross, being erected on Carlton street.—The Northern Pacific Railway Co. is calling for tenders for 80,000 yards of drainage work on their Portage la Prairie branch.—The Hudson's Bay Co. purpose making extensive alterations to their stores at Battleford.—The Great West Insurance Co. will build a block on Main street, adjoining the new Bank of Commerce building.—Ald. Martin has given notice that he will move in council to borrow \$75,000 for putting in service pipes. Ald. Mitchell will introduce a by-law to borrow \$25,000 to erect and furnish a free public library.—It is probable that an additional 100 light dynamo will be purchased for the electric light plant.—The city recently invited tenders for the construction of a number of macadam pavements, and as only one tender was submitted, it has been recommended that the work be done under the supervision of the city engineer. Among the works about to be constructed are a cedar block pavement on Bannatyne ave. east, cost \$5,000, and macadam pavement on Gertie street, from Elgin to Notre Dame, cost \$4,060.—The Northern Pacific Railway Co. is asking for estimates on the laying of granite blocks along their frontage on Water street.—A memorial window will be placed in the chancel of St. George's church; S. Hooper, architect in charge.—The building committee of the Winnipeg general hospital have been authorized to make certain improvements and alterations to the building.

TORONTO, ONT.—F. H. Herbert, architect, has just taken tenders on the building of a detached residence on Jameson ave., Parkdale, for Geo. B. Leslie.—Tenders are wanted by E. Johnson for alterations to house on Brunswick ave. Plans at corner Harbord and Major street.—W. R. Johnston & Co. have purchased the property at the north-west corner of Bay and Front streets, the intention being to erect a large warehouse thereon.—Walter Fenton purposes erecting a residence, corner Main street and Lyall ave., East Toronto.—The city is about to invite tenders for supplying a new steam road roller. The recommendations of the city engineer for an asphalt pavement on Bathurst street, from College to Bloor, cost \$28,220, and for a brick pavement on Niagara street, from Bathurst to King, cost \$14,240, were last week referred back by the Board of Control.—The council

has given notice of its intention to construct the following works: Asphalt pavement on Lowther ave., St. George street to a point 158 feet east of Bedford road, cost \$7,200; reconstruction of cedar block pavement on Spadina ave., Adelaide to Queen, cost \$3,348; gravel roadway on Grosvenor, Yonge to East Queen's Park crescent, cost \$2,580; reconstruction of macadam roadway on McDonnell square, Bathurst to Defoe, cost \$1,000. Cement concrete sidewalks on portions of King street, south side, from a point 79 feet 10 inches west of York street, to the east side of Simcoe street, 12 feet wide, cost \$1,158; Spadina ave., both sides, from the north side of Spadina crescent to Bloor street, 6 feet wide, cost \$4,068; Beverly street, west side, Queen to College, 6 feet wide, cost \$2,389; Elgin ave., south side, Avenue to Bedford road, 6 feet wide, cost \$741; Washington ave., both sides, Huron street to Spadina ave., 4½ feet wide.—Building permits have been issued as follows: York County Loan and Savings Co., pair two-storey brick and stone residences, Queen street, near Triller street, cost \$5,400, and a similar residence, 22 Triller street, cost \$2,700; Geo. Reedy, two-storey brick residence on Lowther ave., west side, near St. George, cost \$5,000, A. Nelson, three pair semi-detached brick cottages, east side Shaw street, north of College, cost \$7,500; Alex. Leslie, to remodel as an hotel the property at the south-east corner of Yonge and Richmond streets, cost \$3,000; W. J. Gage Company, alterations to 56 Front street west, cost \$1,500; W. G. Blackwell, two-storey and attic residence, Glen road, cost \$6,000; W. J. Marshall, two-storey and attic brick store, Jameson ave., near Queen, cost \$4,000.—Henry Simpson, architect, 9½ Adelaide street east, is taking tenders on all trades for a residence on Spadina ave., near Bloor street, and also for a residence in Parkdale.

FIRES.

Clothing establishment of R. B. McGregor & Co., St. Thomas, Ont., damaged to the extent of \$9,000.—Cameron's saw and grist mill at Petitcodiac, Westmoreland county, N.B.—The premises of Wm. Agnew & Co. and the Sanford Fleming Manufacturing Co., St. James street, Montreal, damaged to the extent of \$30,000.—Saw mill and house of Robert Prestley at Ashton, Ont., totally destroyed; loss \$18,000, no insurance.—Fruit evaporator at Zurich, Ont., owned by Werner Bros.—Cooper shop and dwelling house of W. Lyons, at Lucknow, Ont.—Sydney Wood's saw mill at Digby, N.S., totally destroyed; loss \$7,000, no insurance.

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CONTRACTS AWARDED.

COLUMBIA, B.C.—School building: J. H. Brown, successful tenderer, \$1,495.

COTE ST. PAUL, QUE.—New church: Joseph A. Godin, of Lachine, contractor.

SHELBURNE, ONT.—\$8,500 school debentures: Ontario Mutual Insurance Co., successful tenderers, at \$9,100.

SHERBROOKE, QUE.—Triplex waterworks pump. Gould Manufacturing Co., Niagara Falls, N.Y., successful tenderers, \$3,250.

VICTORIA, B.C.—S. McClure, architect, has let contract for residence at Esquimalt for Lieut.-Col. Peters to William Gregson; price about \$4,000.

BERLIN, ONT.—Rectory for St. John's church: Masonry, C. Asmussen; carpenter work, H. Dunker; heating and plumbing, P. Hymen; painting, J. Karn.

WINGHAM, ONT.—Concrete sidewalks: Charles Barber, this town, successful tenderer, 10½ cents per square foot. Quantity to be laid, about 20,000 square feet.

ST. MARY'S, ONT.—Harding & Leathorn, of London, made a mistake in their tender for excavating and pipe laying for the waterworks system, and the contract has been awarded to Clarke & Connolly, of Toronto.

ST. JOHN, N.B.—New tenders were invited for erection of Indian town school building, that of Geo. McArthur, at \$25,944, being accepted. Other tenders were: Sproul & Burley, \$27,750; Tilley & Clarke, \$27,125; John Flood, \$28,500; B. Mooney & Sons, \$27,370.

OTTAWA, ONT.—The Dominion government has just let the contract for the extension of the telegraph line from Big Romaine, Que., to Chateau Bay, Labrador, to X. Gendreau, of Quebec, the poles to be supplied by C. K. Bickerdike, of Montreal. The length of the line will be 315 miles.

HAMILTON, ONT.—Building for Hoepfner Refining Co.; Brick work, Wm. Hancock; carpenter work, Thos. Reid; slating and tinsmithing, Jas. Findlay; roofing and travelling crane, Hamilton Bridge Co.; plastering, Thos. Bryant; plumbing, Adam Clark. The building will be 236 x 54 feet, and will cost \$30,000.

STRATFORD, ONT.—Council has accepted tenders as follows: J. Tiriel, of Mitchell, for brick walk on Huron street, at 13 cents per square foot for walk, 15 cents for crossings, and 5 cents per lineal foot for tile drains; Guelph Paving Co., granolithic walk on Albert street and another on Waterloo street, at 12 cents per square foot.

WINNIPEG, MAN.—Two hundred tons 4-inch pipe: Garthshore-Thompson Pipe & Foundry Co., Hamilton, successful tenderers, \$37.50 per ton f.o.b. - Incandescent plant: Royal Electric Co., Montreal, successful tenderers, \$2,800.—Hoodless & Son, of Hamilton, Ont., have secured the contract for interior wood-work of a bank building in this city.

VANCOUVER, B. C.—Dyking in the vicinity of Chilliwack: Mr. McLean, reported to be successful tenderer; price about \$130,000.—Walker building on Hastings street; Bell & Levannay, contractors; G. W. Grant, architect. Building will be four storeys and basement, containing several stores.—Store for Thos. Dunn, corner Carrall and Water streets: A. E. Carter, contractor; N. S. Hoffar, architect. It will be a three-storey brick and stone building, 50 x 112 feet.

LINDSAY, ONT.—William, Wellington and Cambridge street sewers: J. H. McKnight, Toronto, successful tenderer, \$6,

157; next tender, Jas. Bogue, \$6,430.—Granolithic walk on Kent street: J. E. Hayes, of Peterboro, successful tenderer, 15½ cents per square foot, and 45, 60 and 70 cents per lineal foot for curbs of different height, the total being \$2,534.20; next tender, Jas. Bogue, \$2,657.70. W. T. Ashbridge, Toronto, is consulting engineer.

TORONTO, ONT.—The Board of Control last week awarded contracts as follows: Asphalt pavements—Lakeview avenue, Dundas street to Churchill avenue, Construction & Paving Co., \$6,199; Front street, Jarvis to George street, City Engineer, \$5,647; Albert street, Yonge to James street, Construction & Paving Co., \$3,800; Gifford street, Spruce to Carlton, Construction & Paving Co., \$2,481; Spadina avenue, Knox College to Bloor street, City Engineer, \$25,178. Macadam roadways—Spadina avenue, King to Front street, City Engineer, \$7,351; Sackville street, Wellesley street northward, W. McKnight, \$627. Brick pavement—Grove avenue, Foxley to Dundas street, City Engineer, \$5,820. Cedar pavement—Broadway place, Dominion Paving & Constructing Co., \$199. Brick sidewalks—Wellington street, south side, York to Bay, W. McKnight, \$1.29 per foot; Bay street, east side, Front to Esplanade, W. McKnight, \$1.29 per foot. Concrete walks—Gardner & Co.—Front street, north side, York street westward, \$1.59 per foot; Bay street, west side, King to Wellington, \$1.67 per foot; Queen street, south side, Bay to York, \$1.66 per foot; Queen street, north side, Gladstone to Dovercourt road, \$2.48 per foot; Adelaide street, south side, Bay to York, \$2.53 per foot; Wilcox street, south side, St. George to Huron, 67c. per foot; Sherbourne street, east side, Queen to Wilton avenue, 67c.; Cecil street, south side, Huron to Beverley street, 55c. per foot. City Engineer—Walmer road, west side, Bloor to Lowther, 66c.; Avenue road, east and west sides, Davenport road to Bloor street, 66c.; Huron street, west

side, Russell to Bloor street, 67c.; Bleecker street, east side, Wellesley to Howard, 60c.; Classic avenue, both sides, Huron to Spadina avenue, 47c. The City Engineer and Gardner & Co. were equal on the following works: Shuter street, north side, Jarvis to George street, 67c., Huron street, east side, Russell to Bloor, 68c.; on Pembroke street, east side, from Shuter to Wilton avenue, the City Engineer, Gardner & Co., and Nurse & Co. were equal, at 68c.

BIDS:

MONTREAL, QUE.—Two tenders were received by the committee for the supply of valves, one from Garth & Co., at \$40 each, and the other from Renaud & Puzze, at \$45 each. The city surveyor will report thereon.

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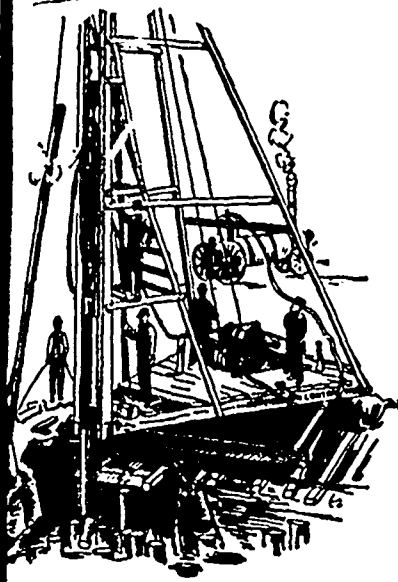
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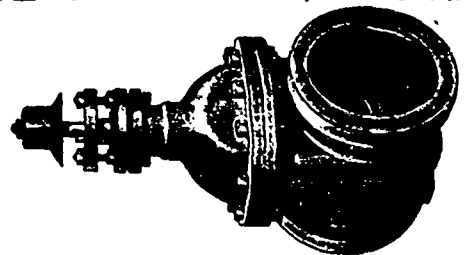
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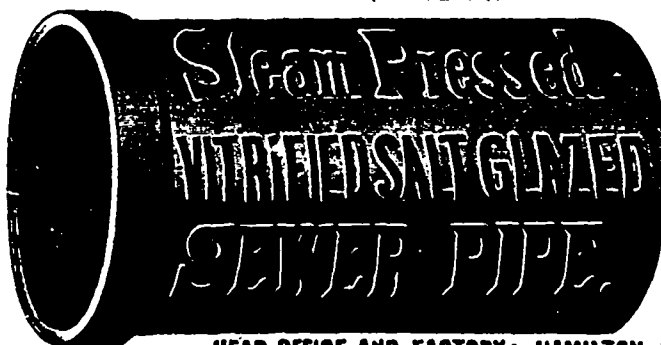
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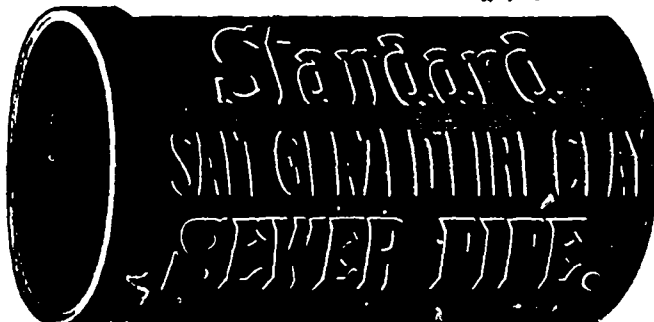


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HIGHWAY CULVERTS AND BRIDGES*

By A. W. CAMPBELL, Ontario Road Commissioner
(Continued)

With regard to the masonry, first-class hydraulic cement should be used. The arch stones should be full-bedded in cement, and each course afterwards thoroughly grouted. Each stone should be cleaned and dampened before being placed in the arch. Improperly dressed stones should be re-cut, as no hammering should be allowed after the stones are set. The ring-stones should be dressed into a wedge shape, so that they will radiate truly from the centre of the circle, and should be so dressed that the joints need not exceed three-eighths of an inch in width. The ring-stone should be of such thickness as to expose ten inches on the inside or face of the arch. The exterior of the arch should be flushed with one inch coat of cement and the surface then smoothed off.

Arch-culverts and bridges of cement-concrete can be more cheaply constructed than can masonry arches, and, if careful workmanship is employed, are quite as serviceable. They are formed by constructing a curbing and thoroughly ramming the concrete into it in successive layers. The manner of mixing the concrete depends on the character of the cement used, some cements being slow setting, others quick setting; some will set well in water, while others will not; some will allow a considerable proportion of water to be used in forming the mortar, while other cements should be but slightly moistened.

One feature in connection with concrete culvert work is that, with the curbing and centres in place, an intelligent workman can, by following the instructions of the engineer, lay the concrete. Manufacturers complain that masons, in the great majority of cases, entirely disregard the instructions given them with respect to the mixing of cement, and follow their own methods of mixing common mortar, while a man totally unaccustomed to work of this description will obey instructions carefully and minutely. Concrete cannot be mixed and put in place like common mortar, and by overlooking this fact, much concrete work has failed, and has brought the material into disrepute in some localities.

BRIDGE ABUTMENTS.

The most substantial substructures of bridges are of either stone or concrete. In their construction sufficient excavation must at first be made to properly contain the abutment, and this earth may be re-filled again so as to form the approaches to the bridge.

The excavation completed, when concrete is used in whole or in part, the portion thus constructed must be boxed and curbed in a substantial manner the exact size and shape required. After the concrete has set, this boxing is removed and earth filled in solidly around the face of the abutments. Hammer dressed stone should crown the concrete to form a bridge seat.

Concrete should be composed of a first class cement, a clean sharp silicious sand entirely free from earthy particles and coarse enough to pass through a twenty mesh and be retained on a thirty mesh sieve: clean screened gravel, the largest

not to be more than two and one half inches in diameter, or in place of gravel, broken stone that will pass through a two inch ring. These materials should be mixed in the proportion of one of concrete, two of sand, and three of gravel or broken stone, with just sufficient water to form a plastic mass. The sand and cement should first be thoroughly mixed when dry, then water added to make a thick paste, and this thoroughly mixed again. This mortar is then spread out and the stone or gravel added, when the whole is mixed together until every stone is thoroughly coated with mortar. When this is done the concrete may be put in place and should be spread out and pounded until the excessive moisture appears on the surface.

Masonry abutments should be of rock-faced ashlar, first class in every respect. The projection of the rock-face should not be more than three inches from the line of pitch. The stone used should be approved quarried stone laid on their natural beds, and all beds of stone dressed parallel and true, the bed to be always as large as the stones will admit. Vertical joints should be dressed not less than twelve inches in from the face, and as much as the stone will admit, and particular care must be taken to have them well filled with mortar. Joints should in no case exceed one half of an inch in thickness. The courses ordinarily should not be less than eight inches in thickness. Each course should be dressed before laying, and not be moved after being laid, or if moved, should be taken up, cleaned and re-laid again in fresh mortar. The stones and work should be kept free from all dirt that will interfere with the adhesion of the mortar. Stones ought to be sprinkled with water before being placed in the work. Every stone must be laid with a full bed of mortar and beaten solid. Spaces in the vertical joints back from the face have to be built up, thoroughly grouted, and each course finished off so as to be perfectly solid. Stretchers should be two and one half feet in length with a depth of one and one half times the height.

Headers should be built in each course at least every four feet apart, and so arranged with the adjoining courses as to leave them equally distributed over the face of the structure. They should have a length in the face of the work of at least two feet and a depth of at least twice their length, unless the wall will not admit of this proportion, in which case they will pass through from side to side of the wall. The backing or filling ought to be of good sized stones, and of such shape and so arranged that they will break joints and thoroughly bond the wall in all directions, and leave no space of more than six inches in diameter. All spaces must be filled in with small stones and spawls laid in mortar and thoroughly grouted.

The coping stones should be of the necessary sizes and shapes, well bedded and closely jointed. The upper surface should be bush-hammered and the face and corners brought to a true line. A tail wall, if built upon each abutment, may be of rubble stonework.

All mortar used in the masonry should be composed of clean sharp sand and an approved brand of cement. It should be of the best quality and freshly ground. The cement and sand for the mortar should be mixed in the proportion of three parts of sand by measure and one part of cement, the mortar to be made in a box or on a floor, and in no case on the ground. The ingredients should be mixed thoroughly in a dry state, and the proper amount of water added afterwards and again thoroughly mixed. It must be used directly after mixing, or if not used within one hour after mixing should be discarded.

(To be Continued.)

Mr. Geo. Stewart, of Otonabee, has been appointed clerk and treasurer for the county of Peterborough.

Mr. A. W. Campbell, instructor in road-making, says that after a test at Petrolia the Southern system of using crude oil in road-making has been found unsuitable to Canadian climatic conditions.



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Roman Red.....	24 00	30 50	
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" Dyckerhuch ".....	3 05 3 25	2 75 2 90
North's "Condor".....	2 95 3 10	2 65 2 80
English, artificial, per bbl.....	2 85 3 00	2 35 2 45
Belgian, natural, per bbl.....	2 50 2 75	2 00 2 20
Canadian, artificial, ".....	2 85 3 20	2 60 2 70
Roman ".....	2 25 2 50	2 20 2 25
Parian ".....	5 25 5 25	5 75 5 75
Superfine ".....	1 25 1 25	7 10 8 25 9 00
"Karlstadt" (German).....	3 05 3 25	2 75 2 90
"Germania" (German).....	3 05 3 25	2 75 2 90
"Rooster" (Belgian).....	3 15 3 20	2 35 2 40
"Keystons" (Belgian).....	2 15 2 20	2 05 2 10
"Anvil" (Belgian).....	1 95 2 05	1 95 2 05
"Burham" (English).....	2 95 3 00	2 25 2 45
Hydraulic Cements— Thorold, per bbl.....	1 50	1 65
Queenston, ".....	1 50	1 50 1 60
Napanoc, ".....	1 50	1 50
Hull, ".....	1 50	1 50
Ontario, ".....	1 25	

Keene's Coarse "Whites".....	5 50	6 00	50 0	5 50
Fire Bricks, Newcastle, per M	30 00	35 00	16 00	21 00
Scotch.....	30 00	35 00	19 00	21 00
Lime, 100 lbs., Grey.....			25	
" " White.....			30	30
Plaster, Calcined, N. B.....			2 00	1 50
" " N. S.....			2 00	1 50
Hair, Plasterers', per bag.....	80	1 00		000

HARDWARE.

The following are the quotations to builders for nails at Toronto and Montreal:

Cut nails, 50d & 60d, per keg	2 25	1 85
Steel " " " "	2 25	1 95

CUT NAILS, FENCE AND CUT SPIKES.

40d, hot cut, per 100 lbs.....	2 15	1 85
10 to 12d, hot cut.....	2 25	1 95
8d, 9d, " ".....	2 30	2 00
6d, 7d, " ".....	2 45	2 15
4d to 5d, " ".....	2 55	2 25
3d, " ".....	2 80	2 55
2d, " ".....	3 15	2 85

Cut spikes, 10 cents per keg advance.
Steel Nails, 10c. per keg extra.
Wire nails, 2 1/2 base, 10c.

Iron Pipe:

Iron pipe, 3/4 inch, per foot.....	6c.	6c
" " 1/2 " " ".....	7 1/2	7 1/2
" " 3/4 " " ".....	8 1/2	8 1/2
" " 1 " " ".....	12	12
" " 1 1/4 " " ".....	17	17
" " 1 1/2 " " ".....	24	24
" " 2 " " ".....	30	30
" " 2 1/2 " " ".....	40	43
Toronto, 65 per cent. discount. Montreal, 70 per cent. discount.		

Lead Pipe:

Lead pipe, per lb.....	7c.	25 per cent. dis.
Waste pipe, per lb.....	7 1/2	25 per cent. dis.

Galvanized Iron:

Adam's—Mr's Best and Queen's Head and Opollar: 16 to 24 gauge, per lb.....	4 1/2 c.	4 1/2 c.
26 gauge, ".....	4 3/4	4 3/4
28 ".....	5	5 1/2
Gordon Crown— 16 to 24 gauge, per lb.....	4 1/2	4 1/2
26 gauge, ".....	4 3/4	4 3/4
28 ".....	4 3/4	5
Note.—Cheaper grades about 1/2 c. per lb. less.		

Structural Iron:

Steel Beams, per 100 lbs.....	2 75	2 90
" channels, ".....	2 85	2 90
" angles, ".....	2 50	2 60
" tees, ".....	2 80	2 60
" plates, ".....	2 55	2 60
Sheared steel bridge plate.....		2 75