

CANADIAN CONTRACT RECORD

A WEEKLY JOURNAL

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.

VOL. 14.

DECEMBER 9, 1903

No. 43.

THE CANADIAN CONTRACT RECORD, PUBLISHED EVERY WEDNESDAY

As an Intermediate Edition of the Canadian Architect and Builder.

Subscription Price, \$2 per annum, payable in advance.

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TENDERS

Sealed tenders will be received by the undersigned up to noon of SATURDAY, THE 19TH DAY OF DECEMBER, A.D. 1903, for the purchase of \$90,000 Sewerage Debentures of the Town of Perth, in the County of Lanark. Debentures are repayable in 30 annual instalments of principal and interest with interest coupons attached. For full particulars apply to
JOHN A. KERR,
Town Clerk, Perth, Ont.

Debentures for Sale

Tenders asked for Local Improvement Debentures of the Town of Harriston, amount \$3,859.82 at 4% per cent. Payable through 30 equal annual Debentures, at Standard Bank, Harriston, for \$26.75 each. Debentures delivered, and money therefor payable at said Bank, Harriston. No tender necessarily accepted. Tenders received by undersigned up to WEDNESDAY, DECEMBER 16TH, 1903.

W. D. EBBELS,
Treasurer, Harriston, Ont.

CONTRACTS OPEN.

OWEN SOUND, ONT.—John McLellan is about to build a brick residence on Peel street.

EDMONTON, N.W.T.—The Edmonston Tent & Mattress Co. will erect a new building next spring.

CARDEN, ONT.—John O'Neil desires tenders by 19th inst. for erection of school house in S.S. No. 5, Carden.

DESERONTO, ONT.—The citizens contemplate the erection of a monument as a memorial to the late Mr. Rathbun.

INGERSOLL, ONT.—The council will shortly engage an architect to prepare plans for remodelling the town hall.

BRANTFORD, ONT.—The Brantford Carriage Co. have been granted a permit for a new warehouse to cost \$6,400.

ENNISKILLEN, ONT.—M. McLean will receive tenders up to 14th inst. for construction of the Dennis-Hamilton drain.

SAVANNE, ONT.—The Savanne Lumber Co. are disposing of their saw mill here and intend building a new mill at Steep Rock Lake.

HARRISTON, ONT.—Tenders asked by W. D. Ebbels, town treasurer, up to

16th inst. for purchase of \$3,859.82 4% per cent. debentures.

ST. THOMAS, ONT.—It is probable that a by-law will be submitted to the ratepayers to raise \$7,000 for extending the waterworks system.

GUELPH, ONT.—Col. Cotton, of Ottawa, was in the city last week with a view of selecting a site for the proposed armouries for the 30th Battalion.

KINGSTON, ONT.—It is reported that Hon. Clifford Sifton will next summer build a half mile track near his summer home at Whitney's Point.

HILLSBOROUGH, N. B.—At a public meeting held here last week it was decided to take immediate steps to further the extension of the Albert Railway to Moncton.

SAULT STE. MARIE, ONT.—Symon & Campbell have just taken tenders on rebuilding their block, on plans prepared by E. F. Head, architect.

EAST TORONTO, ONT.—The Grand Trunk Railway have offered \$4,000 and a site at corner Gerrard and Main streets for a new Y.M.C.A. hall.

WINGHAM, ONT.—The ratepayers will vote on a by-law at the municipal elections to expend \$35,000 for construction of waterworks and sewerage systems.

SIMCOE, ONT.—D. Dalton, reeve, will receive tenders up to 18th inst. for construction of two concrete masonry abutments for a bridge to be built over Big Creek at Delhi.

PERTH, ONT.—It has been definitely decided to submit a by-law to the ratepayers to provide \$12,000 for purchase of existing electric light plant and improvements thereto.

PORT ARTHUR, ONT.—Several Pittsburg capitalists are said to have under consideration the construction of a large coal dock here, this in addition to the one to be built by the Canadian Northern Railway.

NORTH BAY, ONT.—The town council have decided to submit to the ratepayers the question of constructing a sewerage system. Plans for same have been prepared by Willis Chipman, C.E., of Toronto; estimated cost \$80,000.

FREDERICTON, N. B.—C. H. LaBilois, Commissioner of Works, desires tenders by 21st inst. for rebuilding bridges in Madawaska and Victoria counties.—The government are now negotiating with the Quebec government for the erection of a passenger bridge over the river at Metapedia.

SASKATOON, N. W. T.—Bids received by W. C. Sutherland up to 22nd inst. for purchase of \$10,000 5 per cent. debentures, the proceeds to be applied to the construction of sidewalks and purchase of fire engine and appliances.

MAGOG, QUE.—H. Lovell, M. P. for Stanstead, was in town last week with a view to selecting a site for the proposed new public building. It is said that Mr. Lovell will recommend that a new wharf be built here also.

VICTORIA, B.C.—F. M. Rattenbury, architect, has just returned from Montreal and states that plans for the C.P.R. hotel here have been approved and that he will at once commence the preparation of the necessary working drawings. The hotel will contain 300 rooms.

BROCKVILLE, ONT.—The Light Commissioners have asked the city council to issue debentures for \$25,000 for improvements to the lighting plant.—B. Dillon, architect, has completed plans for a new Methodist church to be built at North Augusta next spring.

CHATHAM, ONT.—J. L. Wilson & Son, architects, are asking for tenders by 15th inst. for remodelling the J. B. Stinger Block, and until 14th inst. for various trades required in erection of pressed brick and cut stone residence, with hot water heating, for Frank Mount.

ANTIGONISH, N. S.—The Royal Bank of Canada has acquired property on Main street on which a bank building of brick or stone will be built.—A. J. Macdonald intends erecting a new store on the same street, and the local branch of the C. M. B. A. will erect a building suitable for hall purposes.

GRAND FORKS, B.C.—The Granby Consolidated Mining & Smelting Co. are considering the question of making further additions to the smelter.—The company have applied to the Provincial Government for permission to construct a tunnel through the mountain at Phoenix, with power to construct and operate a line of tramway through the tunnel.

OTTAWA, ONT.—The Board of Works will recommend that the council grant the sum of \$14,000 for paving the market proper on the west side from Clarence to George streets.—It is understood that immediate steps will be taken to rebuild the Ottawa University on modern plans, and that the cost will be \$250,000.

ST. CATHARINES, ONT.—Toronto capitalists, headed by H. L. Denn, have made a proposition to the city council to construct an electric railway from this city to Niagara-on-the-Lake, thence to Queenston and along the Q. and G. stone road back to St. Catharines, making a belt line 28 miles in length. A by-law to assist the company may be submitted to the ratepayers.

VANCOUVER, B. C.—The Water Committee will immediately advertise for tenders for supply of pipe and waterworks fittings.—It is probable that steps will be taken at an early date to construct

an additional reservoir for water supply, at an approximate cost of \$30,000.—It is stated that the C.P.R. intend completing the Hotel Vancouver in this city at an early date.

WALKERVILLE, ONT.—C. M. Walker, E. F. Ladore and others have been incorporated as the Ontario Traction Company, Limited, capital \$40,000, to construct a street railway in this town and extending not more than one and one-half miles in the city of Windsor and a similar distance in the township of Sandwich East.

LONDON, ONT.—Willis Chipman, C.E., of Toronto, has recommended one of three plans for increasing the city's water supply, namely, use of meters; use of river water for fire and manufacturing purposes; or use of river water by filtration for all purposes.—J. A. Brownlee is building a one and a half storey brick residence on Quebec street.

POINT PELEE, ONT.—W. Stewart, clerk of township of Pelee, will receive applications up to 14th inst. for an engineer to operate and superintend the pumping machinery of the Big Marsh Drainage System. Bonds in the sum of \$2,000 to be furnished for the due fulfilment of the contract.

ST. JOHN, N.B.—The Imperial Dry Dock Co., 3 Water street, are asking for tenders up to February 3rd, 1904, for construction of a dry dock and other works in the harbor here.—J. H. Proctor, architect, of New York, has prepared plans for a new coal pocket to be built on H. H. H. wharf by R. P. & W. F. Starr, Limited.

CAMPBELLFORD, ONT.—A deputation comprising representatives from the municipalities between Campbellford and Whitby, at a conference last week with the directors of the Canadian Pacific Railway, urged that the company should construct a railway from Springbrook through Campbellford and Walksworth to Cobourg, then westerly through Port Hope, Bowmanville, Oshawa, Whitby and Pickering to Agincourt.

SHERBROOKE, QUE.—It is said that the Sherbrooke Light, Heat & Power Co. are considering the question of installing a steam plant in their power house.—At the last council meeting the question of providing a more ample water supply was considered, and it was decided to call for tenders for the deepening of the channel at the outlet of Lake Memphremagog.

PETERBOROUGH, ONT.—A deputation from this vicinity last week laid before the Ontario government a scheme of dam building involving an outlay of at least \$100,000, by which the waters of the Trent Valley district would be conserved for navigation. The government already owns a number of dams, and it was proposed that these be tightened and raised where necessary and that new ones be built. Consideration was promised.

CALGARY, N. W. T.—It is proposed to enlarge the Presbyterian church here. Particulars may be obtained from R. J. Hutchings.—Leeson & Lineham intend erecting a stone building to be occupied by the Bank of Nova Scotia.—The report of R. J. Parke, E.E., of Toronto, on the proposed power development at Kananaskis Falls, will be considered at an early meeting of the city council. To develop the total power would cost nearly \$900,000, but the present proposition embodies an expenditure of approximately \$260,000, rendering available at Calgary 17,000 h.p. The falls are distant 54 miles.

WELLAND, ONT.—The Erie & Ontario Development Co. has been incorporated by the Dominion Government, with a capital of \$96,000 and head-

quarters at this place, to develop electric power. It is proposed to deepen Fifteen and Sixteen Mile Creeks from Lake Ontario through the townships of Lou, Clinton, Pelham and Gainsborough southwesterly to the Welland river. E. A. C. Pew and Alexander Nelson, of Toronto, are interested.—The Department of Railways and Canals at Ottawa will shortly call for tenders for electrical equipment for lighting the Welland canal, including arc lamps, transformers, and transmission line materials, also for the construction of the line and the terminal station. The latter will be located at Thorold.

WINNIPEG, MAN.—The city has just taken tenders on the supply of about 3,000 water meters.—The Canadian Pacific Railway have decided to complete their extension from Lipton across the Loon Creek early next spring. The construction of one bridge will be necessary.—Notice has been given of the intention of the city council to construct the following works: Macadam pavement on Burrows avenue, from Red river to Atkins street, cost \$13,888; Norway street, from River avenue to end of street, cost \$1,295, asphalt pavement, Main street, from Aberdeen avenue to Church avenue, cost \$76,445; Main street, from Church avenue to north city limits, cost \$40,195; Victor street, from Notre Dame to Wellington avenue, cost \$4,887; Assiniboine avenue, from Kennedy to Osborne street, cost \$7,051; Wellington Crescent, from River avenue to Stradbrook Place, cost \$4,240; Alexander avenue, from Lily street to Transfer Railway right-of-way, cost \$5,695; Osborne street, from Broadway to Osborne street bridge, cost \$16,364; Fonseca avenue, from Princess to Park street, cost \$26,340; sewers, Fonseca avenue, from Princess to Park street, cost \$4,137; Corydon avenue, from John to Ainsley, cost \$3,630; Portage street, from Maryland to Toronto street, cost \$2,300; Main street, from Church avenue to Athole avenue, cost \$9,320.—A syndicate of Canadian and American capitalists have engaged T. T. Simpson, of Ottawa, to prepare estimates for a long

distance transmission plant to deliver from 10,000 to 20,000 horse power to this city. The transmission line will be over 100 miles long.—S. F. & W. A. Peters, architects, are taking tenders on improvements, including heating and plumbing, to building occupied by Stobart & Co., corner Portage avenue and Smith street.—Clair & Brockest have purchased a site on Market street on which they will erect a three-storey brick building.

MONTREAL, QUE.—The City Clerk will receive tenders up to 17th inst. for supply of an electric pump for the St. Denis street subway.—The Eugene F. Phillips Electrical Works have definitely decided to construct a new factory in the municipality of St. Louis, to be completed on January 1, 1905.—The Market Committee will ask the Finance Committee for an appropriation of \$2,500 for an elevator in Bonsecours market, also for funds for permanent sidewalks in front of St. James and St. Lawrence markets.—Rev. Father Donnelly has pointed out the urgent necessity of building new Catholic schools in different parts of the city.—Ald. Chausse has presented to the Water Committee a plan to obtain a supply of water from a point above where the Ottawa river flows into the St. Lawrence river. He estimates the cost at \$500,000.—M. T. Innenbaum has purchased the property at No. 111 Metcalf street. After the expiration of the existing lease, on May 1st next, extensive alterations will be made to the premises, under the supervision of John James Brown & Son, architects.—It is understood that plans have been prepared for a new bank structure to be built by the Bank of Montreal near the C.P.R. shops in Hochelaga ward, and that the cost will be upwards of \$75,000.—The Harbor Commissioners have not yet received word from Ottawa respecting the shed and conveyor plans which are now before the Government.—The city surveyor will ask for \$2,205,670 for road improvements, to be expended as follows: Permanent pavements, \$627,865; repair, to permanent pavements, \$127,894; repairs to pavements between car tracks

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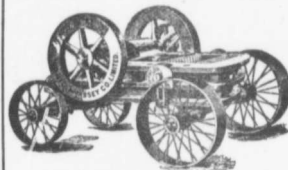
\$214,860; macadam for new streets, \$149,794; repairs to macadam, \$85,553; repairs to permanent sidewalks, \$40,360; plank sidewalks, \$156,524; gullies, \$27,020; street crossings, \$3,408.—Emile Vanier, architect, has submitted plans for a new city hall to the council of St. Louis; estimated cost \$30,000.—The following building permits have been granted: F. G. Boissanmault, three-storey building, St. Urbain street, cost \$2,800; Peck Rolling Mills Co., alterations to building, Mill street, cost \$4,000.

TORONTO, ONT.—Mr. Leadley, leather merchant, has purchased land on south side of Elm avenue, near Sherbourne street, on which he intends next year to build a residence to cost about \$20,000.—It is understood that the proposed alterations and extensions to the Manning Arcade, King street west, will cost about \$125,000. Three storeys will be added. The plans are being prepared by E. J. Lennox, architect, who is also designing the power house to be built at Niagara Falls by the Electric Development Co., in which Frederic Nicholls, William McKenzie, and other Toronto capitalists are interested. This building will be of granite, 425x200 feet, and will cost upwards of \$400,000.—E. B. Jarvis, architect, has prepared plans for a ten-storey office building to be built on a central site not yet announced. The building will be of concrete with marble floors and all modern improvements. The cost is estimated at \$500,000.—It is understood that the work of constructing the new fruit building on the Esplanade will be commenced at once and that the building will be of modern character.—American and Canadian capitalists have secured patents from the Ontario Government for corundum locations in Raglan township, Renfrew county, where they propose erecting one of the largest corundum reduction plants in the world. J. H. Jewel and H. H. Dewart, of this city, are interested.—It is stated that the Hoffman-Corr Manufacturing Co., of Fitchburg, Mass., intend erecting a large factory in this city for the manufacture of cotton batting.—S. H. Davis, architect, wants tenders from all trades for tenement, warehouse, and six small houses.—The city council has given notice of its intention to construct asphalt pavements on the following streets: Rusholme road, from College to Hepburne, cost \$13,130; Lansdowne avenue, from Dundas street to a point 840 feet south of Dundas street, cost \$3,680; Victoria street, from King to Colborne street, cost \$2,840; also a number of concrete sidewalks.—The City Engineer has reported that the installation of a septic tank system for the district east of the Woodbine would cost \$50,000. He has recommended the construction of the following works: Asphalt pavement, Bathurst street, from College to Bloor, \$22,525, and from Bloor to limits, \$23,860; Dowling avenue, 622 feet south from G.T.R. right of way, \$4,214; Markham street, from Harbord to Herrick, \$3,409; St. Patrick street, Beverley to Spadina, \$8,644; St. Vincent street, Grenville to St. Joseph, \$0,520; tar macadam roadway, Salisbury avenue, from Sackville street to a point 192 feet west, \$941. Cement concrete sidewalks, Grace street, from Henderson to Arthur, \$1,696; Seaton, Queen to Wilton, \$2,307; Salisbury, Sackville to 165½ feet west, \$146; Margueretta, Bloor to 960 feet north, \$1,460; South Drive, Dunbar to Glen road, \$672; Markham, from Robinson to Arthur, \$1,269; Czar, from a point 101 5-12 feet west of North street to a point 511 feet further west, \$546; LaPlante, from Hayter to College, \$743; Dufferin, from Florence to a point 916 feet south, \$568; Bay, Esplanade to a point 163¼ feet north, \$490; Bishop, from Davenport to a point 202 feet west, \$279; St. Patrick,

from Dension to Casimir, \$737; Anderson, from William to McCaul, \$402; Anderson, from Simcoe to McCaul, \$838; Dowling, from a point 23 feet north of the south limit of the G.T.R. right of way to Laburnum, \$518; Dowling, from a point 27½ feet north of south limit of G.T.R. right of way to a point 782½ feet further south, \$782; Glen road, from a point 163¾ feet north of Maple to Elm avenue, \$163.—Building permits have been granted as follows:—Robert Clayton, two-storey brick dwelling, Beatrice street, near College, cost \$2,000; Harold Gagner, two and a half-storey brick dwellings, Chestnut Park Road, near Roxborough, cost \$7,000; J. W. Wilson, two two and a half-storey rough cast dwellings, bk. foundation, Montrose avenue, cost \$2,600; S. Lanskill, five pair frame rough-cast dwellings, 137 to 155 Gladstone avenue, cost \$12,000; Emily Irwin, three two-storey and attic brick dwellings, west side O'Hara avenue, near Marion street, cost \$4,000; W. J. Farmery, two-storey frame residence, Leuty avenue, cost \$3,000; T. Eaton Co., alterations to brick warehouse, north side Louisa street, cost \$5,000; King Bros., two pairs two-storey brick and rough-cast dwellings, 70-76 Wickson avenue, cost \$5,000; Robert

P. Hall, pair two-storey brick and rough-cast dwellings, Regent street, cost \$1,600; W. N. McEachern, pair two-storey brick dwellings, Delaware avenue, cost \$5,000; C. E. Clarke, two storey and attic brick and stone dwelling, east side Bedford road, near Lowther avenue, cost \$7,000;

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F. L. Beecroft, two-storey brick and rough-cast dwelling, east side Dovercourt road, near Hallam street, cost \$2,400; R. B. Love, two and a half-storey brick dwelling, Brunswick avenue, near Barton street, cost \$5,500; William Davies Co., alterations to packing house, Front street, near Cypress, cost \$5,000, also four-storey brick addition, cost \$10,000; Ontario Jockey Club, new stables and alterations to grand stand at the Woodbine, cost \$7,000; J. J. Walsh, two and a half-storey stone and brick dwelling, Jameson avenue, cost \$7,500; M. Maynard, four two-storey brick

dwellings, corner Gerrard street and Bolton avenue, cost \$7,000.

FIRES.

G. T. R. roundhouse at Port Dover, Ont., totally destroyed; loss \$25,000.—

Saw mill of Thomas Bick at Wilberforce, Ont.; no insurance.—The University of Ottawa at Ottawa, Ont., was totally destroyed by fire on December 2nd, at a loss of \$400,000. It will be rebuilt.

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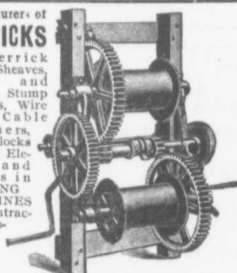
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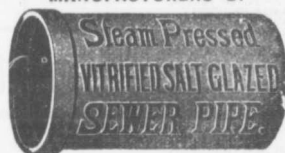
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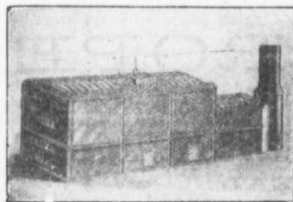
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CONTRACTS AWARDED.

BROCKVILLE, ONT.—James Smart Mfg. Co. have been awarded contracts for warming and ventilating Presbyterian Church at Deseronto and the R. C. Church at Morrisburg, using Kelsey warm air generators.

OTTAWA, ONT.—Tenders for seats and desks for the new Rideau and Bolton street schools were received as follows: W. Gray, Ottawa, representing W. S. Villas, of Cowansville, Que., \$1,021 (accepted); Office Specialty Co., \$1,109.10; J. Oliver & Sons, \$1,062; T. W. Currier, \$1,248.90.

REGINA, N.W.T.—Upon the recommendation of John Galt, consulting engineer, the city council have accepted the following tenders in connection with waterworks system: Excavation and pipe laying on section 2, Jackson, Dobson & Fry, Winnipeg, \$31,500; excavation and pipe laying on sections 3 and 4, being gravitation supply main and distribution street mains, William Newman, Windsor, Ont., \$7,175 and \$7,995 respectively; pipes and specials, Garishore-Thomson Pipe and Foundry Co., Hamilton, \$12,000. The contract for dam and reservoir was left in abeyance for the present.

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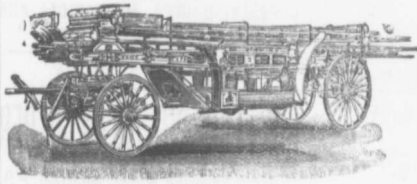
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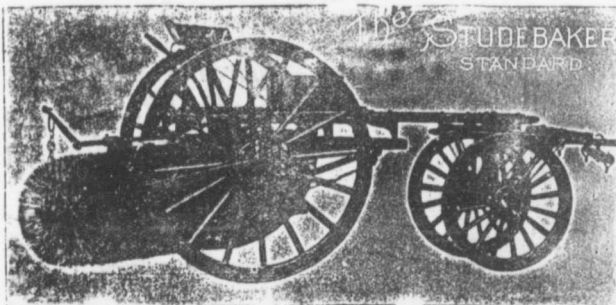
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REAL ESTATE TRANSFERS.

The following transfers of vacant property in Toronto have recently been registered:

Bathurst st., e.s., n. of No. 927, John D. Cayley to Thos. J. Page, 45 2x135, sale price \$900.

Lansdowne ave., e.s., s. of No. 301, Jas. R. Code to Henry H. Hanks, 27x143, being part lot 2, plan 1084, sale price \$324.

Palmerston ave., w.s., cor. Olive, Wm. Ramsay to Wm. H. Cross, 21.6x296.6.

Palmerston ave., w.s., north of Follis ave., William H. Cross to Wm. Ramsay, 78.6x300, sale price, exchange of lands and \$1.

Bathurst st., w.s., n. of No. 1044, R. H. Cameron to Susan Fussell, 25x120, sale price \$500.

Marion st., s.s., west of No. 477, John K. Cameron to Jonathan M. Kilgore, 100x131, being lots 40 and 43, plan 552, sale price \$1,700.

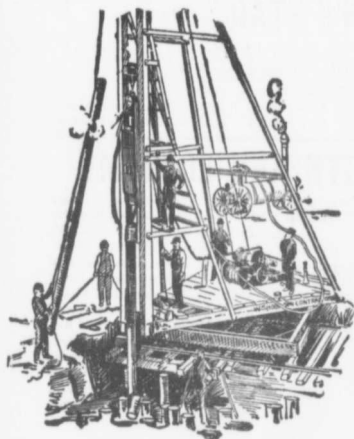
Marion st., s.s., west of above parcel, John K. Cameron to Jonathan M. Kilgore,

50x131, being lot 39, plan 552, sale price \$820.

Pearson ave., n.s., east of No. 92, Wesley Pearson to Wm. A. Wise, 25x103, being part of lot 6, plan 399; sale price \$1.

Bathurst st., w.s., corner Olive ave., north of Scotland Canadian Mortgage Co. to Minnie Canavan, 33x116, being lot 10, plan 807, sale price \$500.

Dufferin st., w.s., s. of G.T.R. tracks, Margaret Kelman to Thos. McIlwain, 50 x140, being lot 3, plan 613, sale price \$550.

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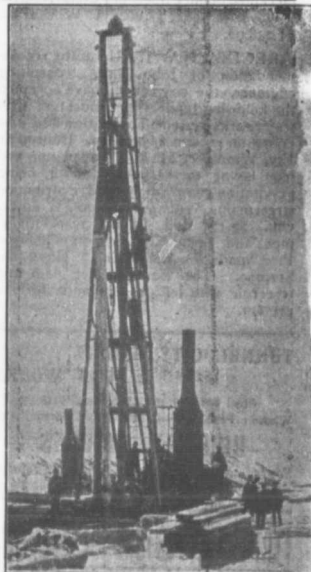
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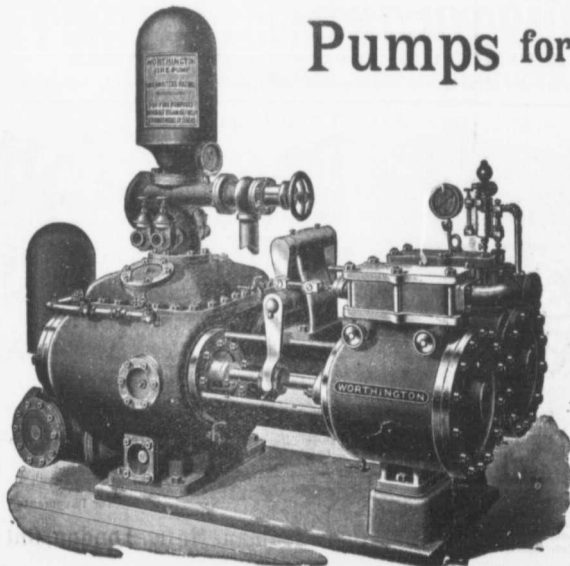
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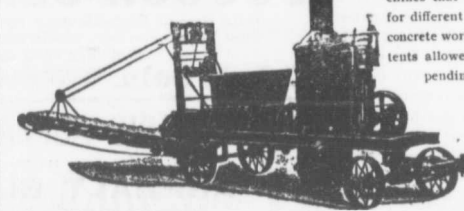
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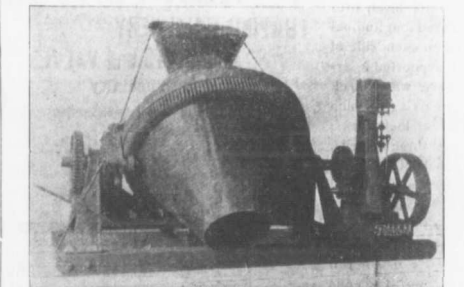
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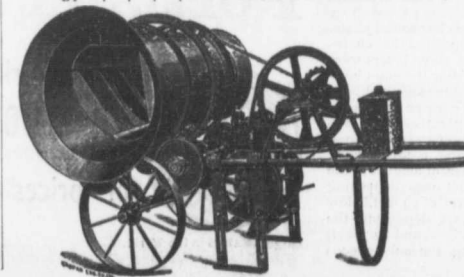
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DEPOSITING CONCRETE UNDER WATER.

Laying submerged concrete for the Nussdorf lock, at Vienna, was described in the "Zeitschrift" of the Austrian Society of Engineers recently. The excavation was made to a depth of 26.24 feet below water level and a very large mass of concrete was deposited over the surface through movable vertical chutes. The lock has a total width of 92 feet over all and 49.2 feet clear inside. The excavation was made full width, between sheet piling, and the bottom was filled in with rammed sand and gravel so as to form a kind of invert with its upper surface horizontal in the middle and sloping upwards a little on both sides. On this foundation was built a mass of concrete having a total thickness of 13.12 feet in the center, where the upper surface was 13.12 feet below water level. At the sides of the lock the concrete walls were carried up to a height of 3.28 feet above water level, with a thickness of 8.2 feet. Three longitudinal rows of piles were driven on each side of the axis of the lock and supported a six-rail track about 7 feet above water level. On this track moved three carriages which spanned the full width of the lock transversely. Each carriage had three trolleys, one in each of the main panels of the transverse bent of piles. Each trolley carried a vertical telescopic tube through which concrete was deposited on the bottom of the lock. The tops of these tubes were level with a transverse track which ran from end to end of the carriage. The ends of these tracks just cleared the outside rows of piles which, on one side of the lock, supported a distribution track parallel with the axis of the lock. The concrete was delivered by dump cars running on the distribution track, which delivered it to smaller dump cars on the carriage tracks. These cars in turn discharged their contents into either of the three chutes on each carriage. The carriages were traversed from end to end of the lock, and as each chute moved nearly one-third the length of the carriage, the whole area of the lock was commanded by the nine chutes. The concrete was deposited in three horizontal layers 3.28 feet thick, but these layers were not laid continuously, being built in comparatively narrow banks or ridges so that the different strata would key together and form a corrugated mass that was thought to be more satisfactory than one with continuous horizontal joints. As the concrete was deposited the chutes were shortened and the three layers were successively placed. After the main body of the bottom and the side walls had been built by this method, the water was pumped out and a 2.3-foot layer of concrete was rammed over the bottom and completed with a finishing surface 0.9-foot thick. The chutes were of different lengths in the three carriages, the first ones depositing the concrete up to a level of 23 feet below the surface, the next set depositing the concrete between that level and 19.7 feet, and the last completing the sub-aqueous

work up to the final height of 16.4 feet below the surface.

STREET SPRINKLING.

In a report from Consul Brainard H. Warner, of Leipzig, July 15, 1903, covering the paving, cleaning, and sprinkling of the streets of that city, he states that, according to the authorities of Paris, wood pavements, for their better preservation, should be sprinkled four times a day, which is done by the Leipzig department.

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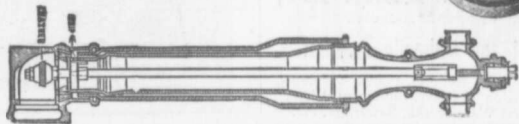
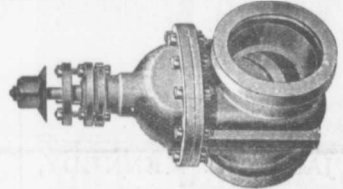
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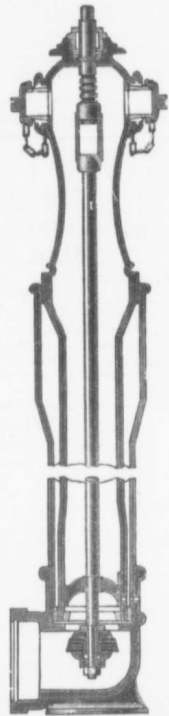
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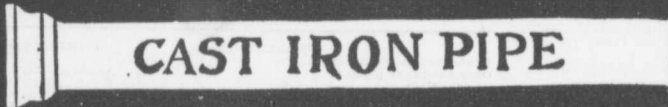
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" No. 2	16 00	16 00	19 00
" No. 3	14 00	14 00	17 00
Peerless Facing	20 00	20 00	23 00
" No. 1	18 00	18 00	21 00
" No. 2	16 00	16 00	19 00
" No. 3	14 00	14 00	17 00
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		German	
		Offenbacher Brand	2 80 2 90 2 30 2 45
		Dyckerhoff	2 40 2 50 2 30 2 50
		Karlstadt	2 80 2 90 2 30 2 15
		Heenmoor	2 90 2 35 2 20 2 25
		Cannon	2 40 2 50
		Heidelberg	2 30 2 40
		Canada	
		Siar Brand	2 10 2 40
		Invisible	2 00 2 10
		Essign	2 10 2 20
		Citadel	2 00
		Trowel	1 75 1 80
		Samsen Fran	2 00 2 05
		Magnet	1 75 1 80
		Monarch	2 10
		Hercules	2 30 2 40
		Lion Brand	2 00 2 25
		Imperial	2 10
		American	
		Aloha Brand	2 00 2 10 2 20 2 25
		Allen's	2 50 2 00 2 25 2 35
		Lenigh, in bbl., 3 1/2 lbs. cotton sacks, 250 net	2 30 2 50
		" paper bags	2 10 2 35
		Keene's "superfine" Whites	10 00 12 00 9 00 10 00
		Keene's Coarse "Whit"	6 50 7 00 5 50 5 00
		Fire Bricks, Newcastles, per M	27 00 32 00 18 00 22 00
		" Scotch	25 00 33 00 17 00 22 00
		Plaster, Calced, N. B.	2 00 2 00
		" " N. S.	2 00 1 85 2 00