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CANADIAN CONTRACT RECORD

A WEEKLY JOURNAL OF THE BUILDING INDUSTRY

PUBLIC • WORKS • TENDERS
ADVANCE • INFORMATION
AND • MUNICIPAL • PROGRESS

EVERY WEDNESDAY

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

VOL. 11.

DECEMBER 19, 1900

No. 46.

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MUNICIPAL DEBENTURES FOR SALE

The undersigned will receive tenders up to the 25th INST. for the purchase of a Local Improvement Debenture of the Village of Glencoe, guaranteed by the Village. Amount, \$180,000, bearing interest, at the rate of 4 1/2 per cent. The above named debenture is payable in 20 equal annual installments of \$14,250 each, falling due on the 31st day of December in each year. The first of said installment to fall due on the 31st day of December, A. D., 1901.

GEO. M. HARRISON,
Clerk of the Village of Glencoe.

Dec. 17th, 1901.

Town of Pictou, N. S., Water Works

TO CONTRACTORS

PROPOSALS FOR

Water Pipe, Gates and Hydrants and Pumping Machinery

Separate sealed proposals for Cast Iron Water Pipe and Special Castings, Gates and Hydrants and Pumping Machinery, to be respectively endorsed, "Proposals for Furnishing Water Pipe and Special Castings for the Town of Pictou," "Proposals for Gates and Hydrants for the Town of Pictou," and "Proposals for Pumping Machinery for the Town of Pictou," will be received at the office of the Town Clerk in Pictou, Nova Scotia, until 4 o'clock p.m. on THURSDAY, THE 3RD DAY OF JANUARY, A.D., 1902.

The amount of security required will be fixed by the Mayor and Council after the bids are opened, said amount to be not less than one-fourth nor more than one-half of the amount of the contract.

The Mayor and Council also expressly reserve the right to reject any or all bids should they deem it for the interest of the Town of Pictou to do so.

Specifications may be obtained of the undersigned Town Clerk, or of the engineers, Lea & Coffin, 53 State Street, Boston, Mass. by sending a deposit of two dollars for each specification, which deposit will be returned to any party making a bona fide bid accompanied by the cheque.

By order of the Town Council

FRED MACKARACHER,
Town Clerk.

Pictou, N.S., Dec. 14th, 1900.

CONTRACTS OPEN.

LEAMINGTON, ONT.—Mrs. Nebbitt will erect a new residence.

MOVIE, B.C.—A site has been secured on which to build a court house.

DE LORIMIER, QUE.—The corporation has for sale \$50,000 of debentures.

ROLLING DAM, N. B.—C. E. McCann is about to commence the erection of a mill.

ORILLIA, ONT.—R. A. Harris will erect a summer residence at the Narrows next spring.

ST. MARYS, ONT.—David Maxwell & Sons are considering the building of an addition to their works.

TECUMSEH, ONT.—The Tecumseh Canning Co. have taken tenders for their new building.

ANGUS, QUE.—The council has been empowered to raise \$8,000 to build a bridge at Laflottes.

OTTAWA EAST, ONT.—The Catholics are moving towards the erection of a new church in this locality.

MIDLAND, ONT.—Preparations are proceeding satisfactorily for the erection of a new Methodist church.

GRAND FORKS, B.C.—Tenders are being taken on the additional plant to be installed at the Granby smelter.

TEESWATER, ONI.—The time for receiving tenders for local improvement debentures was extended to 15th inst.

TORONTO JUNCTION, ONT.—Plans are being prepared for a number of new residences to be built here next spring.

DURHAM, ONT.—It is proposed to build a town hall to cost \$7,000; a vote of the citizens will be taken on January 7th.

ST. THOMAS, ONT.—The Victoria Shoe Co. are negotiating for the establishment of a shoe factory in the old city hall building.

QUEBEC, QUE.—It is understood that a company is being formed to build a saw mill between St. Julie and Somerset, on the G.T.R.

PRINCETON, B. C.—Tenders are being called for erection of government offices here.—It is proposed to build a public school.

CHARLOTTETOWN, P. E. I.—Tenders close December 31st for construction of a steel bridge and concrete abutments at North River.

GRAND VALLEY, ONI.—Work is about to be commenced on the new Presbyterian church. A number of new dwelling houses will be erected.

HARVEY STATION, N. B.—Local parties are talking of building a telephone line from this place to Tweedside and York Mills, a distance of eleven miles.

BRIDGEBURG, ONT.—A committee has been appointed to memorialize the Dominion government to build a custom house and post office at this place.

ALMONTE, ONT.—The council last week decided to submit to the ratepayers the question of raising \$10,000 by debentures for street and sidewalk improvements.

HAMILTON, ONT.—A building permit has been granted to R. & A. Hoag for two frame dwellings, corner Sanford avenue and Cannon streets, cost \$1,600.

STONEY CREEK, ONT.—Major F. M. Carpenter and others are advancing a scheme to build a public hall here, to cost \$4,000, most of which has already been subscribed.

COLLINGWOOD, ONT.—The Bryan Manufacturing Company and D. G. Cooper each intend enlarging their factory and mill. The former will erect an addition 24 x 72 feet.

ARNPRIOR, ONT.—The Provincial Board of Health have approved of the proposed system of waterworks for this town. The supply is to be taken from the Madawaska river.

BRANTFORD, ONT.—Among the by-laws to be voted on at the January election is one to provide \$4,000 for the purchase of a steam road roller, and another for \$56,500 for road improvements.

NIAGARA FALLS, ONT.—The Queen Victoria Park Commissioners have granted permission to the town to develop 100 horse power for town purposes, and work will be commenced at once.

NORTH SYDNEY, N. S.—The village council has appointed a committee to confer with an engineer regarding the construction of a sewerage system. Work will likely be commenced next spring.

MAGOG, QUE.—The Orford Mountain Railway Co. proposes to construct a railway from a point on its main line between Lawrenceville and Eastman to this place. S. W. Foster is president of the company.

RED DEER, N.W.T.—The Alberta Central Railway Co. will ask the government for incorporation, to construct a railway in the district of Alberta. Geo. W. Greene, of this place, is the company's solicitor.

WOODSTOCK, ONT.—It is said that D. W. Karn & Co., piano manufacturers, have closed an option on property in the Monongehela valley on which they propose to build a piano factory to cost about \$400,000.

ALVINSTON, ONT.—The county council has granted the sum of \$7,000 for the building of Aughrim bridge, the superstructure to be of steel, with stone foundation. Plans for the work will be prepared immediately.

AVR, ONT.—At the municipal elections in January a vote will be taken on a by-law to grant a bonus of \$1,000 to J. S. Clark for the installation of an electric light plant, and \$1,000 as a grant to the Port Dover railway.

RAT PORTAGE, ONT.—The promoters of the proposed pulp mill to be established at the Keewatin Power Co.'s dam are

in a position to commence operations as soon as certain concessions are granted by the Ontario government.

PENETANGUISHENE, ONT.—On January 7th the ratepayers will vote on a by-law to grant a bonus of \$25,000 to the Firstbrook Box Co., of Toronto, for the erection of a box and box shook factory here, also to raise \$3,000 for further waterworks extension.

SARNIA, ONT.—By-laws have been passed through committee to raise \$5,000 for the debenture debt of the town, \$40,000 for a trunk sewer on Federation street, and to grant a bonus for a grain elevator. An engineer will likely be asked to report on the trunk sewer project immediately.

ST. CATHARINES, ONT.—Four estimates have been made of the cost of the proposed Carlton street trunk sewer, ranging from \$27,000 to \$37,000.—S. G. Dolson, architect, is understood to be preparing plans for a factory to be established here by a Niagara Falls, N.Y., firm.

BRACEBRIDGE, ONT.—A. C. Salmon, town clerk, asks bids on behalf of the corporation up to 6 p.m. Thursday, 20th inst., for construction of timber dam, head canal, forebay, power house and tail race, with appurtenances. Specifications at office of town clerk.

NEW WESTMINSTER, B. C.—Dr. A. J. Holmes is having plans prepared for a fine building to be built on that part of Columbia street known as the Grotto corner. The building will cost about \$12,000, will be two stories, with stores on ground floor and offices above.

FREDERICKON, N. B.—The Department of Public Works invites tenders up to December 24th for rebuilding Rockwell bridge in the parish of Burton, Sunbury Co., for rebuilding the King's bridge over Swan Creek, also in the same parish, and for rebuilding Gilchrist bridge, in the parish of Northfield, Sunbury Co.

CHATHAM, ONT.—The School Board is discussing the question of providing increased accommodation. The erection of a new building to replace the Queen street school has been suggested.—The county council are taking steps in the direction of building a new south approach to Kent bridge.

WINGHAM, ONT.—Bullock & Galt propose establishing an iron and brass foundry, and have asked the town for a loan of \$17,000.—The county commissioner has recommended that several bridges be rebuilt during next year, including the Mitchell bridge and the Boehler bridge. He advises that the superstructures be of steel and the abutments of concrete.

PEMBROKE, ONT.—A by-law has been introduced in council to raise \$35,000 for local improvements, the money to be expended as follows: To construct a permanent roadway on Pembroke and MacKay streets, \$23,827.65; to construct drain, \$5,172.35; for waterworks extension and a second pump, \$3,000; electric light arbitration, \$3,000.

PORT HOPE, ONT.—The mayor has been authorized to sell \$10,000 of waterworks debentures.—The county warden, in his address before the council last week, referred to the fact that a recent outbreak of typhoid fever at the jail had been attributed to impure water, and suggested that a competent hydraulic engineer be consulted with a view to improving the service.

ST. JOHN, N. B.—Negotiations are believed to be under way for the establishment of a steel ship building plant in this city. Chas. Burrill, of Yarmouth, N.S., is reported to be interested.—The report of Robert Howe, inspector of the Canadian Fire Underwriters' Association, regarding the improvement of the waterworks system and fire apparatus, has been

submitted to council. The improvements which he recommends include a pumping system for the east side and north end, cost about \$100,000, storage increased to 1,000,000,000 gallons, or service by meter, cost \$110,000, larger mains, additional fire engines, etc. The total cost of carrying out the recommendations would be in the vicinity of \$300,000.

SAULT STE MARIE, ONT.—N. McKenzie has purchased property on the south side of Queen street on which he will erect two buildings next spring.—Simpson & Gully have bought property adjoining their store and intend erecting a building to be used as a carpet show room.—It is the intention of the Soo Lumber Company to erect a planing mill, for which purpose a site has been secured.

KINGSTON, ONT.—The smelter by-law, with amendments thereto, will be submitted to the ratepayers in January. The promoters state that building operations will be proceeded with early in the spring.—Mr. Storey, architect, is preparing plans for two frame houses to be built on York street, below Division street.—The county property committee has decided not to rebuild the jail wall until next spring.

WELLAND, ONT.—The county council will again ask the Dominion government to build a new bridge at Montrose.—C. J. Page is making arrangements to reconstruct his incandescent lighting plant. The arc plant will not be rebuilt until an agreement is reached with the town.—The by-laws to be submitted to the ratepayers on January 7th provide for \$3,500 for macadamizing Main street, \$2,000 for macadamizing Division street, and \$3,000 for purchase of steam road roller.

VICTORIA, B. C.—Alterations to the hotel Driard are proposed.—F. M. Rattenbury, architect, has prepared plans and invited tenders for a pressed brick and terra cotta office building on corner of Bastion and Langley streets.—A permanent bridge to replace the temporary structure at Point Ellice is estimated to cost \$45,000.—A special committee has adopted a resolution that the citizens urge upon the city council the advisability of building a permanent retaining wall, with permanent roadway, across James Bay the full width of Government street, and that the flats be filled in and laid out as pleasure grounds. The work is estimated to cost \$175,000.—Although tenders for building two steamers for revenue and fishery patrol duty were invited by the government two months ago, the contract has not yet been awarded.

PARRY SOUND, ONT.—By-laws will be voted on by the ratepayers on January 7th to provide \$2,500 for the reconstruction of a bridge over the Seguin river at foot of Seguin street and to build a new bridge over the same river at end of Cascade street, also to raise \$29,500 by debentures for the purpose of taking over the electric light plant and making improvements to the waterworks system.

LINDSAY, ONT.—H. J. Wickham, on behalf of the Lindsay, Bobcaygeon & Pontypool Railway Co., will apply to the Dominion parliament for an act to empower the said company to continue the construction of their railway from Bobcaygeon through the townships of Verulam, Harvey and Glamorgan to a point within ten miles of Furnace Falls.—Belcourt & Ritchie, solicitors, of this city, will make application to parliament to amend the act respecting the Dawson City Electric Company and to extend the time for the construction of their railway.

WINNIPEG, MAN.—John Leslie has purchased the Hargrave block on south Main street and intends adding two stories and making other alterations, work to be commenced early in the spring.—Tenders close 20th inst. for supply of school desks to the public school board.—The city is about to undertake the construc-

tion of a sewer on Furby street, from Notre Dame to Ellice avenue, cost \$6,300.—The by-laws to provide for the erection of suburban fire halls and a subway were defeated by the ratepayers last week.—The C.P.R. will seek authority from parliament to construct a railway from Stonewall or Teulon to a point on the east shore of Lake Manitoba.—The property on McDermott avenue, opposite the Free Press building, has been purchased by the Lake of the Woods Milling Co., who intend to erect an office building thereon. The plans for same, as prepared by architect Russell, show a two storey building, with offices on ground floor.—It is rumored that a local syndicate is perfecting plans for a large building to be erected on the corner of Albert and McDermott streets.

WIARION, ONT.—The corporation will likely issue debentures for \$5,000 to pay for waterworks extension and municipal improvements.—By-laws have been passed in council for the issue of debentures for the construction of cement concrete sidewalks.

VANCOUVER, B. C.—The Presbyterians are raising funds for a \$60,000 church.—It is proposed to build a steamer to ply between this city and the northern canneries. Capt. Moody is interested.—Mike King is applying to the provincial government for a charter to build railways and telegraph and telephone systems on Queen Charlotte island.

SYDNEY, C. B.—The Jubilee Methodist church congregation have decided to begin the erection of a new church early in the spring; brick and stone, estimated cost \$20,000. A pipe organ may be one of its features.—At a meeting of the directors of the Dominion Iron & Steel Co. held last week, it was decided to proceed at once with the erection of the necessary plant for the manufacture of steel rails and ship plates. New capital stock to the extent of \$5,000,000 will be issued for the purpose.

HALIFAX, N. S.—It is expected that H. B. Clarke's new theatre will be finished by August next.—Local parties are negotiating for the purchase of the two buildings on Granville street south of the Kenny property, and one on Barrington street, as a site for a brick and stone building.—It is rumored that the Intercolonial railway is to be extended in the vicinity of Fairview, by Dutch Village, and along the eastern shore of the Arm as far as South street.—Richard Rooney has invited tenders up to 13th inst. for construction of aboiteau on Tregothic creek and at the trestle bridge where the Midland railway crosses the said creek, also for the construction of running dykes.

MONTREAL, QUE.—An important meeting of the committee appointed to arrange for the erection of a new building for the Montreal Amateur Athletic Association will be held this week, at which definite action is likely to be taken.—It is the intention of the Royal Electric Co. to commence next spring the work of placing their wires underground. It is said that about \$1,000,000 will be expended in this way.—The municipal council of St. Henri will ask the G.T.R. for further particulars regarding the proposed subway at St. John street crossing, for which assistance has been solicited from the Federal Government.—A strong and representative committee of Montreal citizens and professional men has been appointed to report upon the question of building a new civic hospital for the treatment of contagious diseases.—A special committee, appointed some time ago to advise the city council regarding the electric lighting of the city, has sent in its report, in which it is recommended that tenders should be called for prior to the expiration of the present contract.—The Lachine Rapids Hydraulic & Land Co. want tenders for the supply of 300 cedar poles from 45 to 55 feet long.

OTTAWA, ONT.—Stephen E. O'Brien, secretary Ottawa Improvement Commission, desires tenders by Wednesday, 25th inst., for supply of 870 tons of rubble limestone and 5,600 cubic yards of earth or other filling. The commission has definitely decided to bridge the canal at Somerset street and to continue the canal drive down Somerset street to the Rideau river.—The Ottawa Improvement Commission is taking tenders on a ten-ton steam road roller.—It is said that tenders for the Lachine canal at Montreal will be cancelled and new bids invited on amended specifications.—The contract for harbor works at Sorel, Que., is expected to be awarded this week.—The Board of Health has deferred the matter of building a contagious diseases' hospital until after the first of the year, when plans will be completed.—The following building permits have been granted: Alphonse Rehaune, frame dwelling, Dufferin road, cost \$1,500; Joshua Mix, brick dwelling, Cambridge street, cost \$1,600.

TORONTO, ONT.—Tenders are wanted at 156 Hallam street for plumbing of two houses.—The Committee of Works have adopted the combined system of sewers providing for storm water in the Indian road district, as recommended by the city engineer.—It is understood that a local capitalist has purchased about three acres of land in Queen's park, near Wycliffe College, on which it is the intention to build residences, the plans of which have been prepared by Mr. Frank Darling, of the firm of Darling & Pearson, architects.—Speaking of the extension of suburban lines, Mr. William McKenzie, of the Toronto Railway Co., has stated that the Scarborough line would be carried further into the country.—At a meeting of the University of Toronto Alumni Association held on Saturday last, a resolution was passed in favor of building a memorial hall on the University grounds in commemoration of the volunteers who fell at Ridgeway. The building is estimated to cost \$25,000 and to accommodate 1,500 people.—The city engineer has recommended the construction of the following works: Asphalt pavement on Church street, from King to Wellington, cost \$5,840; cedar block pavement on King street, from Sherbourne to River, cost \$12,430; asphalt pavement on Ossington place, from point 260 feet of Ossington avenue, cost \$1,870; cement concrete sidewalks on the following streets: Ossington-place, cost \$300; Sherbourne street, 51 feet south of Queen to Duke street, cost \$763; Ontario street, from Carlton to Winchester, cost \$436; Lower avenue, south side, from St. George street to Spadina road, cost \$1520, and from Bedford-road to St. George street, cost \$658; Crawford street, east side, from Queen 1483 feet north, cost \$2554; Seaton street, east side, from Wilton avenue to Carlton, cost \$3230, west side, cost \$3200; Clinton street, west side, from College to 2305 feet north, cost \$2587; Richmond street, north side, from 159 feet west of Yonge to Bay, cost \$1120; Scott street, west side, Colborne to 104 feet south, cost \$273; Bleecker street, east side, from Carlton to Wellesley, cost \$1201, west side, from Wellesley to Howard, cost \$1244.

FIRES.

The Farmers' elevator at Alexander, Man., totally destroyed; loss \$5,000.—The Garrison Chapel at Halifax; loss \$2,000; no insurance.—The "Earncliffe" dwelling in Ottawa, for thirteen years the residence of Sir John Macdonald, damaged to the extent of \$2,500.—Dry goods store of Geo. Brown in Ottawa; building total loss.—Store of J. N. Richmond at Portage la Prairie, Man.; loss \$8,000.

G. G. Bryant & Company, contractors, Quebec, have dissolved partnership.

CONTRACTS AWARDED.

EXETER, ONT.—The council has purchased a Ronald fire engine.

VANCOUVER, B. C.—The contract for a new \$40,000 Methodist church has just been let.

SANDON, B. C.—Folliott & McMillan have secured the contract for construction of city hall; price \$3,195.

HINTONBURG, ONT.—Village debentures have been sold to John Manuel, of Ottawa, at 98 centson the dollar.

CHARLOTTETOWN, P. E. I.—Alterations to store of Stanley Bros.; H. & S. Lowe, contractors, cost about \$1,500.

PELEE ISLAND, ONT.—\$4,955 5 per cent. debentures have been sold to Thos. Bain, of Dundas, at premium of \$450.

VICTORIA, B. C.—The B. C. Land & Investment Agency have purchased \$15,350 city improvement debentures, at par.

BRACEBRIDGE, ONT.—The offer of C. H. Kenny, on behalf of the Bank of Ottawa, has been accepted by the town for purchase of \$27,000 of debentures.

WINNIPEG, MAN.—The tender of the Bank of Nova Scotia has been accepted for \$13,009.33 ten year local improvement debentures, at par and accrued interest.

ST. THOMAS, ONT.—Dunwich township council have let a contract to the Hamilton Bridge Co. for a truss steel bridge over the Port Talbot creek, to cost \$1,100.

BERLIN, ONT.—Addition to factory of Williams, Greene & Rome: General contractor, Mr. Braun; carpentry, Berner & Forwell; painting, H. Vetter; tinsmithing, P. Hymen.

KINGSTON, ONT.—Davis & Sons, of this city, have been awarded a contract to build a steamer 110 feet long, with compound engines and a Clyde boiler, for Mr. Roy, of Cornwall.

ST. JOHN, N.B.—A. Dodge has secured the contract for construction of carriage house and stable for Manchester, Robertson & Allison.—F. M. Sumner, of Moncton, and J. Barnes, M. P. P., of Buc-touche, have been awarded the contract for erection of telephone line from this city to St. Stephen. The contractors are now letting contracts for poles and other materials.

FREDERICTON, N.B.—The contract for building Dunham wharf, in the parish of Kingston, Kings county, has been awarded by the department of public works to Thos. Gilliland, of Nauwigewauk. The contract for building Lee Flewelling's wharf, on Gondola Point road, Kings county, has also been let to T. Gilliland.

TILBURY, ONT.—Five offers were received for purchase of \$5,000 30 year 5 per cent. village debentures, as follows: G. A. Stimson & Co., Toronto, \$131.50 premium (accepted); H. O'Hara & Co., Toronto, \$105.00 premium; F. Marx, Chatham, \$75.00 premium; H. H. Shaver, at par, and offer from Boston at par.

TORONTO, ONT.—The Board of Control last week recommended the acceptance of the following tenders for annual city supplies: Lumber for the waterworks—Arthur Bryce, pine, of varying lengths, \$16.50, \$17 and \$18 per thousand; hemlock, \$12.50, \$13 and \$13.50 per thousand. Cedar paving posts—Dominion Paving & Constructing Co., \$6.45 per cord. Sidewalk lumber—Arthur Bryce, planking and scantling, \$15.25 per thousand feet; Reid & Co., boards, \$14.97 per thousand feet. Paving brick—To be delivered east of Simcoe street, Taylor Bros., No. 1 brick, \$15 per thousand or \$14.50 f.o.b. cars; No. 2, \$6.50 or \$9 f.o.b. cars. Paving brick, to be delivered west of Simcoe street, No. 1, \$14.50 f.o.b. cars; No. 2, \$9.50 or \$9 f.o.b. cars. Brass and bronze castings—John G. and Thos. Dean, lum-inum bronze, 8 cents per lb.; phospho-

bronze, 19½ cents; tobin bronze, 8 cents; castings, 18 cents, babbitt, 14 cents. Lubricating oils—Queen City Oil Co., 28 cent per gallon for cylinder oils and 22 cents for engine oils. Lead pipe—James Robertson & Co., \$5.10 per cwt. Cast iron pipe—Canada Foundry Company, 3 inch, \$3.25 per length; 4 inch, \$4 per length; 6 inch, \$5.75 per length; 8 inch, \$8.75 per length; 10 inch, \$10.75 per length; 12 inch, \$16.50 per length. Iron valves, Canada Foundry Co. Hydrants—John Whitefield & Co., four-way, \$64.90, two-way, \$29.75; Canada Foundry Co., three way, \$34.50. Gravel—screened, delivered east of Simcoe street, John Bourne, at \$1.25 per cubic yard west of Simcoe, John Mullin, \$1.20. Gravel, unscreened, east of Simcoe, Edwin Ast'ron & Sons, at 73 1/2 cents; west of Simcoe, John Bourne and John Mullin at 80 cents. Wire nails—Thomas Meredith & Co., at \$2.70 per 100 lbs. Sand—west of Simcoe street, Jos. Gaby, at 74 cents per cubic yard; east of Simcoe, Edwin Ast'ron & Sons, at 75 1/2 cents; iron and steel, Thos. Meredith & Co. There were three tenders for sewer pipes, as follows:

SEWER PIPE.

	No. 1	No. 2	No. 3
4 in., per ft.	5 3/4	6	6
6 "	8 3/8	10 1/2	12 1/2
9 "	16 1/4	16 1/2	17 1/2
12 "	25	29 1/4	25
15 "	37	50	30
18 "	50	68	35
24 "	96	146 1/4	75

INVERTS.

	No. 1	No. 2	No. 3
2 x 1 ft., 9 in.	...	52	50
2 x 3 ft. "	...	62	75

STOPPERS.

	No. 1	No. 2	No. 3
6 in.	3	10	10
9 in.	6	10	15

CURVES, ELBOWS AND BENDS.

	No. 1	No. 2	No. 3
6 1/2 inch	32 1/2	50	50
6 1/4 "	32 1/2	50	50
9 1/4 "	66	100	100
9 1/2 "	66	100	100
12 1/4 "	103	25	125
12 1/2 "	103	25	125
15 1/4 "	140	25	150
15 1/2 "	140	25	150
18 1/4 "	192	25	200
18 1/2 "	192	25	200

PIPE—ONE FT. LONG.

	No. 1	No. 2	No. 3
6 inches	8 4/5	10 1/2	20
9 "	16 1/4	16 1/2	30

JUNCTIONS—TWO FEET LENGTHS.

	No. 1	No. 2	No. 3
6 off 6	40	75	50
6 " 9	73	100	100
6 " 12	113	115	125
6 " 12	113	115	125
6 " 15	166	170	300
9 " 15	166	170	300
9 " 9	73	100	
6 " 18	225	230	400
9 " 18	225	230	400
12 " 15	166	25	300
12 " 18	225	25	400
12 " 12	113	25	125

REDUCERS.

	No. 1	No. 2	No. 3
6 to 4 inch	35	72	50
9 " 6 "	65	100	75

The lowest tender in each case was recommended for acceptance.

BIDS.

HALIFAX, N.S.—The city council opened tenders last week for a loan of \$90,000. Only two were received, as follows: J. C. McIntosh, Halifax, \$84,712; Central Canada Loan & Savings Co., Toronto, \$87,727. No tender was accepted.

A meeting of the creditors of E. T. Balanger, painter, Ottawa, was held on the 17th inst.

A CORRECTION.

HAMILTON, Dec. 14, 1900.

Editor CANADIAN CONTRACT RECORD:

Dear Sir,—We draw your attention to the item in your issue of the 12th inst., relative to the meeting of A. W. Campbell at Georgetown, recommending that the county of Halton should purchase a "Road Crusher." Now, as there is no such machine as a Road Crusher, it is hard for interested parties to understand just what he has recommended.

We know that the name has been erroneously quoted, and a Road Roller is often alluded to as a Road Crusher. The machines are either Steam Road Rollers, or Horse Road Rollers, or Rock Crushers, there being no such machines as Road Crushers.

We think it necessary for the proper parties to endeavor to correct this impression that has gone about that there is such a machine as a road crusher.

Very truly yours,
GOOD ROADS MACHINERY CO.

RUST AND ITS PREVENTION.

As to what rust is there is no dispute. It is the hydrated sesquioxide of the metal. As to the way in which it is formed, however, there is a difference of opinion. Some hold that the agency of carbonic acid is essential, others that the presence of that gas in the air is without effect. Spennrath quotes the following experiments which seem to be decisive, but it would appear that their entire accuracy is not fully admitted. He asserts that iron does not rust—

- (a) in dry air,
- (b) in pure oxygen,
- (c) in water free from dissolved gases,
- (d) unless liquid water is in contact with it,
- (e) in caustic lyes containing carbonates.

He also asserts that if iron is kept wet and in a current of air free from carbonic acid it will rust perfectly. Spennrath thus infers that rust is due to the simultaneous contact with the iron of liquid water and atmospheric oxygen, the latter being in solution in the water. Those who deny the efficacy of carbonic acid in promoting rust assert that rust spreads as it began, but the supporters of the carbonic acid theory assert that ferric carbonate is first formed. This then gives off carbonic acid and leaves the sesquioxide. This reacts with some of the unchanged iron, forming ferrous oxide, which absorbs oxygen and carbonic acid from the air, reproducing the ferric carbonate, and so on.

(Continued next week.)



CONSTRUCTION OF GRANITE BLOCK PAVEMENTS.*

(Concluded.)

Until the concrete is sufficiently set no carting or wheeling over it must be allowed, and then only when covered with planks.

The blocks should be of a durable, sound and uniform quality of granite, free from weather marks and seams. The appearance of the pavement is very objectionable if blocks of different colour or shade are used, and therefore they should be uniform in colour. As to hardness, that is more important still, for the pavement will wear unevenly if blocks of a softer quality are allowed to be mixed in with the harder blocks. In case the blocks come from different quarries it is desirable to pile and lay each lot of blocks by themselves so that there will be no mixing.

The blocks should be split and dressed so as to be in form as nearly rectangular as possible, measuring on the face or upper surface not less than 9 inches nor more than 1 foot in length. If the blocks are longer than this the cross section of the road-bed will show for the surface a many sided polygon instead of the desired curve or arch. There is also danger of the breaking of blocks under traffic where the length is out of proportion to the depth.

The width should range between 3 1/8 and 4 1/2 inches. This width seems to give the best footing for the horse. The depth of the blocks should range from 7 to 8 inches.

When the blocks are delivered on the work careful inspection should be made and all imperfect stones removed from the line of the work. The contractor should submit several specimen blocks before begin-

* A paper presented at the Milwaukee Convention of the American Society of Municipal Improvements by Mr. Josiah A. Briggs, Chief Engineer Department of Highways, Borough of the Bronx, New York City, and published in the Engineering Record.

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ning work, and all blocks furnished should be equal to these if they have been approved.

When ready to begin the laying of blocks, the sand bed or cushion for the pavement is spread evenly over the prepared surface, whether concrete or earth, to a depth of about 2 1/2 inches. This sand should be clean, coarse and free from dirt and large pebbles.

When the sand is spread the bond or guide stones are set by careful measurements from a line stretched between the top of curbs, parallel with and at sufficient height above the finished surface or crown to allow for ramming. They are set about 4 feet apart transversely and about 3 feet apart longitudinally. It is best to work up grade in laying the paving, for the reason that on the steeper grades the front courses of stone are likely to creep

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or fail away, and leave wide joints if they are laid down grade, a condition which is difficult to remedy.

The blocks must be laid in courses at right angle to the line of the street, and the stone in each course should be of nearly uniform width. Unless care is observed in this matter the courses will gradually depart from right angles and (Continued on page 6.)

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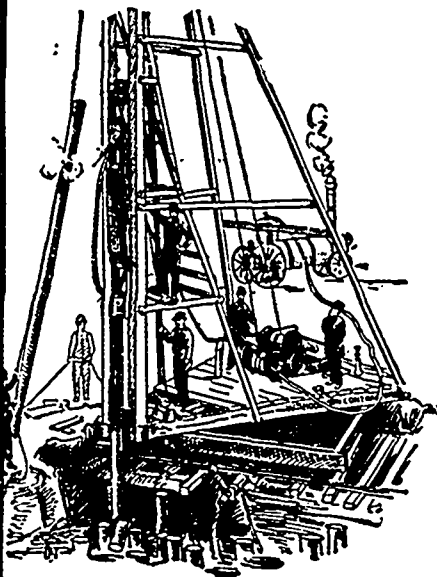
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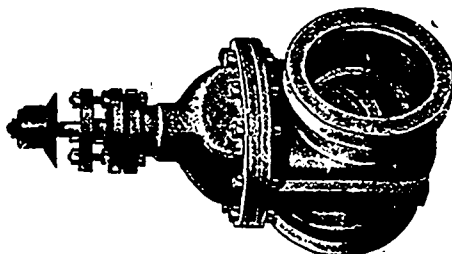
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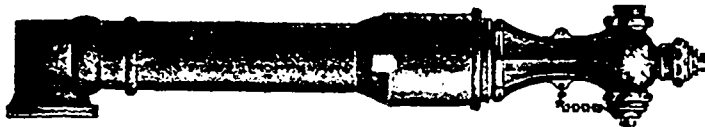
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result in bad work. The angle of the courses with the curb should be frequently tested to keep them in proper range.

Where the street is crossed by another street at right angles or nearly so, it is best to range the courses according to the herring-bone method. This will prevent wearing of joints, as it is impossible for traffic to follow the joints in that case. If an intersecting street crosses at an oblique angle of not less than 15 degrees from a right angle, it is best to pave the courses at right angles to side line as in the sections between street, and the same method should be followed at streets which connect with the street being paved, but do not cross over. The stones in the courses should be laid close together so as to break joints with the next course with a lap of at least $2\frac{1}{2}$ inches.

The joints on the sand base should be not more than $\frac{3}{4}$ inch wide, and on the concrete base not more than 1 inch wide.

In the work having a sand base or foundation, when the paving blocks are laid, a layer of clean, coarse sharp sand, free from dirt or pebbles, should be spread over the surface in sufficient quantity to thoroughly fill the joints. This should be raked so as to remove pebbles and work the sand into joints thoroughly. The pavement should then be thoroughly rammed by one rammer to each two pavers to a firm, unyielding and uniform surface of the form prescribed for the finished roadway. But this first ramming should not approach nearer to the face of the work than 25 feet therefrom. This is necessary to prevent the possible influence of the ramming forcing the face of the work out of line and position.

When a section of pavement covering about 200 feet is completed as just described, it should again be covered with a layer of sand of the same quality and the rammers should again give it a thorough ramming, examining the surface carefully and using their pinch bars to bring into correct line and grade any of the blocks which may be out of place, leaving all courses true in line, all joints thoroughly filled, and the surface perfectly uniform and unyielding. When this is done the paving should be covered with a layer of fine, clean sand, to a depth of $\frac{1}{2}$ inch. The traffic may then be allowed upon the pavement, but the sand should not be swept off until some two weeks after, so that the settlement of the sand in joints may be made good, and the joints be entirely full when they become thoroughly compacted.

The joints in the paving on a concrete foundation should be filled with gravel which will pass through a sieve of $\frac{3}{8}$ -inch mesh and will be retained by one of $\frac{3}{4}$ -inch mesh. It must be free from dust and dirt. In order to insure this it would be best to have it screened off the work. Larger gravel is objectionable for the reason that the large pebbles are likely to wedge the blocks apart and throw them

out of line, while the smaller ones fill up the voids and prevent the cement from flowing.

The gravel should be dried and heated in furnaces standing close to the face of the work, and it must be very hot when put into the joints. The work of filling the joints should be done expeditiously, and should not precede the rammers more than 10 feet. The ramming must be done rapidly and thoroughly, care being taken that all courses are straight in line and even in surface, conforming to the required crown of grade. No ramming must be done within 25 feet of the face of the work.

When the ramming has been completed 10 feet in advance the joints should be scraped or cleaned out with an iron hook, made for the purpose, and freed from all gravel to a depth of 2 inches. The paving composition hereinafter described, heated to a temperature of 300 degs. Fahrenheit, should then be poured into the joints until they are full to the top of the blocks. Hot gravel must then be added until the joints are full and compact and the gravel solidly imbedded to the surface. All work in connection with this jointing must be done with expedition, and sufficient appliances for heating, etc., should be at hand so that there will be no suspension of work until a section is completed. Joints must not be filled with hot gravel and left standing over night or through a rain storm, and if the gravel should get cold from this or any other cause the paving should be relaid.

No carting or driving over the pavement should be allowed until after the jointing is completed.

The paving composition or cement best adapted for joints in pavement over concrete foundation appears to be one of about twenty parts weight of refined asphalt, equal to Trinidad lake asphalt, and three parts of residuum oil mixed with 100 parts of coal tar, known as No. 4. This material should be examined and analyzed before use. It is well also to have the certificate of the manufacturer as to its composition. The materials for the joints must be heated and mixed on the work as they may be required.

A Portland cement grout is sometimes used for joints, but it does not appear to be as satisfactory as the bituminous composition, for the reason that there is no elasticity. It is composed of one part Portland cement and two parts of clean, sharp, screened sand mixed with water to such consistency as to readily flow into the joints. For this kind of work the pavement is rammed and the joints filled with sand. As for pavement on a sand base, the joints are thoroughly cleaned out with an iron hook or tool for that purpose, for one-half the depth of the blocks, and filled with gravel as provided for the bituminous composition; the grout is then poured and swept into them until they are completely filled. No traffic should be allowed on this work until at least one week after completion.

Ex. Ald. McLelland, editor of the St. Catharines Star, has been appointed city clerk of the city of St. Catharines, Ont.

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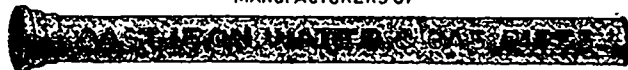
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Table with columns for F.O.B. Beamsville and F.O.B. Montreal. Lists prices for Red Peerless Facing, Buff, Brown Peerless, etc.

COMMON BRICK, Per M.

Table with columns for F.O.B. Toronto and F.O.B. Montreal. Lists prices for Common Walling, Good Facing, Sewer.

STONE.

Table listing prices for various types of stone: Common Rubble, Large flat Rubble, Foundation Blocks, Granite, etc.

INDEX TO ADVERTISEMENTS

In the "Canadian Architect and Builder."

Large index table with columns: Architects, Cement, Lime, Roofers, etc. Lists names and page numbers for various construction-related services.

CREDIT VALLEY STONE.

Table with columns for F.O.B. Quarries and F.O.B. Montreal. Lists prices for Rubble, Brown Coursing, etc.

SLATE.

Table with columns for Toronto and Montreal. Lists prices for Roofing, Terra Cotta Tile, etc.

CEMENT, LIME, etc.

Table listing prices for various types of cement and lime: German, London, Newcastle, etc.

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The following are the quotations to builders for nails at Toronto and Montreal: Cut nails, 50d & 60d, per keg

Toronto, Montreal.

Table with columns for CUT NAILS, FENCE AND CUT SPIKES. Lists prices for 40d hot cut, 10 to 12d, etc.

Iron Pipe:

Table listing prices for iron pipes: 1/2 inch, 3/4 inch, per 100 feet.

Lead Pipe:

Table listing prices for lead pipes: 7c, 15 per 7 1/2 cent. dia.

Galvanized Iron:

Table listing prices for galvanized iron: Adam's-Mar's Best and Queen's Head and Opallo.

Structural Iron:

Table listing prices for structural iron: Steel Beams, per 100 lbs.

ARCHITECTURAL VARNISHES.

Table listing prices for architectural varnishes: THE IMPERIAL VARNISH AND COLOR CO., LIMITED (Highest grade).