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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.

OCTOBER 31, 1900

No. 39.

## THE CANADIAN CONTRACT RECORD, PUBLISHED EVERY WEDNESDAY

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Advertising Rates on application



## Notice to Contractors TENDERS FOR PAVEMENTS, SIDEWALKS AND SEWERS

Tenders will be received, by registered post only, addressed to the Chairman of the Board of Control, City Hall, Toronto, up to noon on WEDNESDAY, NOVEMBER 17th, 1900, for the following works:—

### ASPHALT PAVEMENT:

Harbord Street, from Bathurst Street to Markham Street.

### CEDAR BLOCK PAVEMENT:

Pearson Avenue, from Soraburo Avenue to Roscavalles Avenue.

### SCORIA BLOCK ON TRACK ALLOWANCE:

Parliament Street, from Queen Street to Winchester Street.

### SCORIA BLOCK AND GRANITE SET PAVEMENT:

Custom House Lane, from Yonge Street to Hay Street.

### CONCRETE SIDEWALKS:

St. Vincent Street, W.S., from Grenville Street to Grosvenor Street.

Rose Avenue, W.S., from Prospect Street to Wells Street.

Floor Street, S.S., from Brunswick Avenue to Bathurst Street.

Floor Street, S.S., from Huron Street to Major Street.

Bathurst Street, W.S., from McDonnell Square to 100 feet south of Queen

### TILE PIPE SEWERS:

12-inch tile pipe sewer on Main Avenue, from Pape Avenue to Carlaw Avenue.

12-inch tile pipe sewer on Custom House Lane, from Yonge Street to Hay Street.

Plans and specifications may be seen and forms of tender obtained at the office of the City Engineer on and after Monday, Oct. 29th, 1900.

Contents of envelopes containing tenders must be plainly marked on the outside.

A deposit in the form of a marked check, payable to the order of the City Treasurer, for the sum of 2 1/2 per cent. on the value of the work tendered for, must accompany each and every tender; otherwise they will not be entertained.

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

Lowest or any tender not necessarily accepted.

E. A. MACDONALD (Mayor),

Chairman Board of Control,  
City Hall, Toronto, Oct. 24th, 1900.

## DEBENTURES FOR SALE.

Sealed tenders will be received by the undersigned up to noon on WEDNESDAY, THE 31ST OCTOBER, inst., for Debentures of the United Counties of Prescott and Russell, for the sum of Eight Thousand Dollars (\$8,000), repayable in fifteen annual instalments, bearing interest at 4 per cent. The counties have no other debenture indebtedness, therefore the security is choice. For further information apply to

E. ABBOT JOHNSON,

Clerk United Counties of Prescott and Russell.  
L'Orignal, Oct. 12th, 1900.



Sealed tenders, addressed to the undersigned and endorsed "Tender for Carleton Wharf Extension," will be received at this office until FRIDAY, THE 16TH OF NOVEMBER, inclusively, for the extension of the wharf at Carleton, Bonaventure County, Province of Quebec, according to a plan and a specification to be seen at the office of Mr. Ph. Heland, Clerk of Works, Post Office, Quebec, on application to the Postmaster at Carleton, Que., and at the Department of Public Works, Ottawa.

Tenders will not be considered unless made on the form supplied, and signed with the actual signatures of tenderers.

An accepted cheque on a chartered bank payable to the order of the Minister of Public Works, for One Thousand Dollars (\$1,000) 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,  
JOS. R. ROY,  
Acting Secretary.

Department of Public Works,  
Ottawa, October 11th, 1900.

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 Pier at Lancaster," will be received at this office until FRIDAY, THE 9TH OF NOVEMBER, inclusively, for the construction of a Landing Pier at Lancaster, County of Glengarry, Ont., according to a plan and a specification to be seen at the office of Henry A. Gray, Resident Engineer, Confederation Life Building, Toronto, on application to the Postmaster at Lancaster, Ont., at the Resident Engineer's office, Room 411 Merchant's Bank Building, Montreal, and at the Department of Public Works, Ottawa.

Tenders will not be considered unless made on the form supplied, and signed with the actual signatures of tenderers.

An accepted cheque on a chartered bank payable to the order of the Minister of Public Works, for Four Thousand Dollars (\$4,000), 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,  
JOS. R. ROY,  
Acting Secretary.

Department of Public Works,  
Ottawa, October 17th, 1900.

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 Learnington Wharf," will be received at this office until FRIDAY, 10TH DAY OF NOVEMBER, 1900, for the construction of a wharf at Learnington, County of Essex, Ontario, according to a plan and a specification to be seen at the office of H. A. Gray, Engineer in charge of Harbor Works, Ontario, Confederation Life Building, Toronto, on application to W. C. Coulson, Town Clerk, Learnington, and at the Department of Public Works, Ottawa.

Tenders will not be considered unless made on the form supplied, and signed with the actual signatures of tenderers.

An accepted bank cheque, payable to the order of the Honourable the Minister of Public Works, for three thousand dollars (\$3,000), 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,  
JOS. R. ROY,  
Acting Secretary.

Department of Public Works,  
Ottawa, 25th October, 1900.

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

## CONTRACTS OPEN.

BRACEBRIDGE, ONT.—The Bank of Ottawa will erect a new building in this town.

ST. THOMAS, ONT.—Tenders will shortly be called for erection of drill shed at this place.

CRANBROOK, B. C.—The Canadian Bank of Commerce will erect a \$7,000 building at this place.

MOUNT VERNON, ONT.—D. G. Hamner intends building a residence about one mile east of this place.

MIDLAND, ONT. Harry Byrne has purchased a lot on Webster street on which he will build a dwelling.

PARRY SOUND, ONT.—Beattie & Son, druggists, purpose building a two-storey brick veneer store, 24 x 70 feet.

TADOUSSAC, QUE.—Price Bros., of Quebec, will erect a large saw mill at St. Catharine's Cove, near this place.

RICHMOND HILL, ONT.—The establishment of an acetylene gas plant by the corporation is being advocated.

WARTON, ONT.—Ker & Harcourt, of Parry Sound, have commenced the erection of a bobbin factory at this place.

BERLIN, ONT. H. J. Bowman, C. E., has completed plans for the new road to be built between this town and Waterloo.

NANAIMO, B. C.—There is a proposition to construct an electric tramway to the Extension Mines, five miles distant. The cost will be about \$150,000.

KASLO, B. C.—The ratepayers have defeated the by-law to raise \$5,000 to purchase and improve a park.—It is stated that a pulp mill will be built here.

LAKESIDE, ONT.—Tenders are invited

by John Murray up to November 9th for cutting down a hill opposite lot 35, between West Zorra and East Nissouri.

**LEVIS, QUE.**—Robt. Surtees, C.E., of Ottawa, has been awarded first prize by the corporation for plans for sewerage and waterworks systems.

**ST. MARTIN, QUE.**—Thos. L. Maheux invites bids up to November 26th for construction of wooden bridge, with three arches of 100 ft. span each, over the River Chaudiere.

**SIMCOE, ONT.**—It is said that Wm. Parkinson, of Walpole, has taken an interest in the pork packing project, and that the factory may be commenced at an early date.

**POINT EDWARD, ONT.**—It is the intention of the Grand Trunk to make extensive improvements to their railway property here, including an addition to the elevator.

**SAULT STE. MARIE, ONT.**—Architects are invited to submit plans by November 10th for a stone church to seat from eight to ten thousand. Particulars from Rev. W. A. Duncan.

**ALMONTE, ONT.**—The by-law authorizing the council to raise \$50,000 for the establishment of a municipal electric light plant was last week carried by a majority of 75 votes.

**LINDSAY, ONT.**—George Mills, merchant tailor, has leased property on south side of Kent street upon which he will erect a brick building 36x45 feet, two stories and basement, to contain offices and two stores.

**SHERBROOKE, QUE.**—The Dominion Industrial Co. is seeking incorporation, capital \$200,000, to manufacture pulp wood, pulp and paper. R. H. Pope, M.P., of Cookshire, and F. P. Buck, of this city, are interested.

**KINGSTON, ONT.**—It is improbable that any steps will be taken towards erection of new buildings for Queen's University until next spring.—Selby & Youlden will enlarge their foundry and put in new machinery.

**BLACK BROOK, N.B.**—The Dominion government is asking for tenders up to November 19th for construction of wharf at this place. Plans at office of E. T. P. Shewen, St. John, post office at Chatham, and at the department of public works, Ottawa.

**WELLAND, ONT.**—It is said that a company of Pittsburg capitalists intend building a blast furnace and iron mills at this place.—Tenders close November 2nd for purchase \$3,500 20 year 4 per cent. debentures. Address J. R. McCollum, mayor.

**BRANTFORD, ONT.**—The Bank of Commerce are about to erect a bank building on the corner of Grand River and William streets.—At a meeting of the Technical School Board, held last week, it was decided to have plans prepared immediately for a building.

**REGINA, N. W. T.**—The Dominion Public Works Department invites tenders up to Friday, November 16th, for installation of a hot water heating apparatus in the Lands office here. Plans at the above department and on application to James Morrison, clerk of works, this place.

**ST. CATHARINES, ONT.**—Warden Evans, of Lincoln county, last week introduced to the provincial secretary a deputation who asked for a charter for an electric railway to run from Niagara to Port Dalhousie and Queenston. The proposed road will be twenty miles in length.

**ST. JOHN, N. B.**—It is announced that the New Brunswick Telephone Co. have purchased a lot on Chipman Hill on

which to erect a telephone exchange building.—The Y. M. C. A. directors have decided to adopt a scheme of remodelling and enlarging the present building.

**QUEBEC, QUE.**—Bruce Price, architect, of New York, is expected here this week in connection with the proposed addition to the Chateau Frontenac.—Ernest Belanger, C. E., of Montreal, is at present engaged in making a report on the necessary improvements to the waterworks system here.

**WHITBY, ONT.**—The council, at meeting held on October 23rd, decided to engage R. E. Speakman, C.E., of Toronto, to take levels and make a complete estimate of the cost of securing a water supply from Lake Ontario. Mr. Speakman has already given a rough estimate, placing the cost at \$53,850.

**MAGNETAWAN, ONT.**—A deputation from this vicinity last week waited upon the Minister of Railways and asked for a grant of \$15,000 to aid in building the Magnetwan River railway from the main line of the G. T. R. at Burk's Falls to the head of navigation on the Magnetwan river. The road is estimated to cost \$40,000.

**WINNIPEG, MAN.**—The city engineer has recommended that a sewer be built on Shultz street, from Dufferin to Flora avenues, and on Flora avenue, from Shultz to Charles streets, at cost of \$2,650.—The engineering department of the C.P.R. are preparing plans for the enlargement of the track facilities east of the depot.

**PETERBOROUGH, ONT.**—The county council has passed a by-law providing for the issuing of \$15,000 of debentures for the purpose of building bridges in the county.—The Lakefield Cement Co. have commenced the construction of a spur line of railway to Lakefield, and will also build a line from Buckley's Lake to a point on the Lakefield branch of the G.T.R.

**HINTONBURG, ONT.**—Wm. Joynt has purchased a lot on which he intends to erect a house next spring.—Robert Surtees, C.E., estimates the cost of completing the waterworks system at \$18,500. Five new hydrants will be purchased and a fifty gallon tank erected in a tower 60 feet high. Tenders for rock and earth excavation work required for the pipe extension are invited up to 4 p.m. of November 1st.

**FREDERICTON, N. B.**—The provincial government has decided to build a permanent steel bridge at Andover, for which tenders will shortly be invited. The work of erecting the steel superstructure on the Narrows bridge across the Tobique river will also be proceeded with at once.—The promoters of the proposed rink have secured a site for same from the government, and contractors are now figuring on its erection.

**LONDON, ONT.**—The Electrical Construction Co. have taken tenders on a new factory building, three stories, 40x100 feet.—Craddock, architect, invites bids up to November 1st for erection of brick residence on Wellington street.—Tenders are invited by the department of public works at Ottawa up to November 19th for erection of drill hall in this city. Plans at above department and on application to W. Greer, Custom House, this place.

**SOREL, QUE.**—Tenders are invited by the Department of Public Works at Ottawa, up to November 23rd, for construction of high level pier and for dredging at the mouth of the Richelieu river. Plans at above department, at office of resident engineer, Merchant's Bank Building, Montreal, P. Beland, post office,

Quebec, Thos. Berlinguet, Three Rivers, and on application to the post master at this place. This is an extensive work, and calls for a deposit of \$25,000.

**COLLINGWOOD, ONT.**—Mr. Palin architect, has prepared plans for a three storey residence to be built by Dr. Arthur; pressed brick front, hardwood finish. The contract will be let immediately.—Geo. Eldon has purchased the lot at corner of St. Marie and Simcoe street, and intends building thereon a livery stable of modern design.—A. McD. Knight, town treasurer, invites offers up to November 15th for the purchase of \$50,000 4 per cent. yearly debentures, \$8,900 4 per cent. half-yearly debentures, and \$7,100 4½ per cent. yearly debentures.

**VANCOUVER, B. C.**—It is announced that preliminary work in connection with the construction of a branch from the C. P. R. main line to Republic has been begun by the railway company.—The London & Vancouver Finance & Development Co. give notice of their intention to build a tramway from a point on the Chemainus river to the town of Chemainus, and also to build telegraph and telephone lines.—A site has been selected by the provincial government for the proposed reformatory.—The Board of Works will ask the council for a grant of \$10,000 for proposed improvements.

**HAMILTON, ONT.**—The Hamilton, Grimsby and Beamsville Electric Railway Co. have decided to apply to the legislature for permission to continue their line of railway to St. Catharines, Niagara, and Niagara-on-the-Lake.—Building permits have been granted as follows: John Tope, brick dwelling on Hannah street, between Queen and Kent streets, cost \$1,400; Hector Junor, brick dwelling on West avenue, between Cannon and Robert streets, cost \$1,300; E. B. Patterson, brick dwelling, corner Wilson and Ashley streets, for M. Bourque, cost \$1,080; E. A. Depew, two brick dwellings on Cheever street, cost \$2,400; James Holden, three stores on York street and a dwelling on Tappier street, cost \$6,000.

**NIAGARA FALLS, ONT.**—At the last meeting of the Stamford township council, Jos. Battle, of Thorold, on behalf of the Niagara, St. Catharines & Toronto Railway Company, asked permission to build a spur line from a point near the crossing of the main line of railway and the Stamford-Thorold main line to the Thorold stone quarry, a distance of about two miles; estimated cost, \$9,000.—The Lundy's Lane & Stamford Electric Railway Company asked for a franchise to build an electric railway from Niagara Falls village to Thorold. W. C. Poole, civil engineer, of Buffalo, and F. W. Griffith, of Niagara Falls, are interested in the latter project.—The surveys and plans for the proposed electric railway from Niagara Falls to Fort Erie on the Canadian side have been completed, and preparations are being made to proceed with construction this winter. The road will be constructed along the water's edge, will be 20 miles long, and built for fast service. C. H. Mitchell, Niagara Falls, is engineer.

**MONTREAL, QUE.**—The Harbor Commissioners want tenders by Monday November 5th, for supply of timber and plank.—At a meeting of the Levels Crossing Committee of the city council, assistant general manager Wainwright, of the Grand Trunk railway, stated that it was intended to build new freight sheds, and finally the elevated line to the city limits.—The Harbor Commissioners will petition the Dominion Government to widen the channel in the current St. Mary.—Messrs. Hutchison & Wood, architects, are about to receive tenders for a railway men's Y.M.C.A. building to be

erected at Point St. Charles; probable cost, \$18,000.—The question of permitting the erection of an abattoir in St. Henri is still undecided.—The Superintendent of Waterworks will shortly submit to the Water Committee a scheme involving the alteration of the aqueduct and the inauguration of a system of filtration.—The *Wright Taper Roller Bearing Co.* is seeking incorporation, with capital of \$300,000, to manufacture roller bearings. W. H. Laurie is interested.—Building permits have been issued as follows: *City Ice Co.*, ice-house on Basin, between St. Martin and Richmond streets, cost \$6,500; Joseph Ward, alterations to house, 327 Commissioners street, cost \$8,000; E. Bencit, ice-house, 32 Prefontaine street, cost \$1,300.

OTTAWA, ONT.—Plans have been completed of the route of the Ottawa, Brockville and St. Lawrence railway as far as Black Rapids, about seven miles from the city.—The Ottawa Produce Company, of which Sutherland & Kelly are the promoters, will have their headquarters in the cold storage building on Nicholas street, to which an addition will be built.

Building permits have been granted as below: Ald. S. J. Davis, two brick veneer residences on Hickey street, cost \$2,200 each, and two brick veneer dwellings on Jane street, cost \$1,500 each; J. L. Rochester & Co., brick drug store and dwelling on Wellington street, cost \$3,500; John McFarlane, brick block on Bank street, near Slater, cost \$5,000; Mrs. Sarah J. Gagnon, brick veneer dwelling on Rochester street, cost \$1,000; Andrew Bull, frame dwelling, Third avenue, cost \$800.—The Harris, Campbell & Boyden Furniture Company has been organized, with capital of \$75,000, and will either extend the premises at corner of O'Connor and Queen streets or build a new factory.—The Metropolitan Electric Co. are seeking from the Ontario government additional powers in connection with the development of the water power of the Ottawa river at Britannia. The company is said to contemplate the establishment of a pulp mill.—The government has announced its intention of building a new geological building to cost about \$1,000,000, the plans for which, it is said, have already been prepared.—E. P. Hall has purchased property corner Sparks and Wellington streets, and intends making an addition to his shop.—The Christian Scientists have purchased the property at north east corner of Metcalf and McLaren streets. It is proposed to build a church on the site next year.

TORONTO, ONT.—The council has decided to commission the city engineer to visit cities in England and make an investigation of various systems of sewage disposal.—Tenders are invited by the city up to November 7th for construction of 12-inch tile pipe sewer on Custom House lane.—Building permits have been granted as follows: Henry O'Brien, pair two story semi-detached brick residences on Bleeker street, near Carlton, cost \$5,500; F. Galbraith, two story brick residence on Dowercourt road, near Dewson street, cost \$2,300; H. S. Mara, four two story brick residences, 171-177 Arthur street, cost \$6,000; Chas. Parker, pair semi-detached brick residences, 135-137 Roxborough street, cost \$5,000; W. Anderson, two story brick dwelling, 67 Avenue road, cost \$2,300; Dorenwend Hair Goods Company, alterations and new shop front, 103 Yonge street, cost \$1,200; C. A. Dinnick, three brick residences, 167-171 Robert street, cost \$5,000 each; W. G. McKendrick, cottage on Chippewa avenue, Centre Island, cost \$800; Edwards & Wagner, alterations to 589 Ossington avenue, cost \$1,500; Isaac W. N. Pews, pair brick dwellings, 412-414 Brunswick avenue, cost \$5,000; Henry Simpson, brick residence, 76

Close avenue, cost \$2,000; Charles Couits, brick residence 23 Marion street, cost \$2,500, York Co. Loan & Savings Company, two storey office and storehouse on Fermanagh avenue, cost \$4,500; W. Wighton, pair two story semi-detached brick dwellings, Summerhill ave., cost \$2,500.—W. C. Postlethwaite, Harbor Master, invites bids up to noon of Nov. 5th for repairs to the cribwork at the Queen's wharf.—Tenders are wanted for alterations to 122 King street east. Plans at 118 Winchester street.—The Property Committee is considering the erection of a crematory in the west end, at a cost of \$10,000.—Dr. Sheard has inspected a site at Weston for the proposed sanitarium to be established by the Anti-Consumption League.—A deputation of residents of College street have asked for an asphalt pavement on that street, from Yonge to Spadina.—Aemilius Jarvis, chief promoter of the proposed palace hotel on King street, states that the necessary financial arrangements for the construction of the hotel have been made, and that the contract for same will be let in a few days. The building is to be of stone for the first floor and stone and buff brick above, fire-proof throughout. When completed the building and site is expected to cost \$1,500,000.—The city has given notice of its intention to construct the following works: Asphalt pavement on Leopold street, from Jamieson to Dowling avenue, cost \$5,000; cement concrete sidewalks on south side of Front street, Church to West Market, cost \$1,373, and on south side of Baldwin street, from Beverley to Huron, cost \$1,093.

#### FIRES.

Planing mill of John Munro at Midland, Ont., totally destroyed; loss \$7,000, insurance \$2,000.—Residence of Michael Cullen, on second concession of Caradoc.—Residence of Chas. Donnelly, near St. Catharines, Ont.; loss \$5,000.—Residence of W. H. Luffman in Thurlow, near Belleville, Ont.—Elevator at Harrowsmith, Ont., owned by H. Shibley, totally destroyed.—Russell evaporating establishment at Dunnington, Ont.; loss \$7,200.—Fire at Grand Valley, Ont., on 27th inst. destroyed buildings of the following: H. R. Francis, jewelry; T. McLaughlin, baker and grocer; post office; Star printing office; R. R. Hopkins, drug store and central telephone station; J. H. Baker, butcher; J. Newberry, grocer.—Sulphur Springs hotel at Ancaster, Ont., owned by Herbert Smith, burned on Saturday last.

#### CONTRACTS AWARDED.

DUNDAS, ONT.—Jos. Bowman & Co. have secured contract for new drill shed.

WALKERVILLE, ONT.—New convent: Blonde Bros., of Chatham, contractors; price about \$6,000.

BRADFORD, ONT.—Residence for Mrs. C. Magee: John Currier, general contractor; Geo. McDonald, mason work.

GALT, ONT.—Shoe factory for Getty & Scott: General contractors, W. & F. A. Scott; stone and brickwork, Wm. Edmonds.

OTTAWA EAST, ONT.—Laline & Meilieu have secured contract for construction of three frame houses for Xavier Monette.

HINTONBURG, ONT.—The Montreal Pipe & Foundry Co. have secured the contract for steel pipes for waterworks extension, at \$32.75 per ton.

BROCKVILLE, ONT.—The tender of G. A. Stimson & Co., of Toronto, has been accepted for purchase of \$15,000 Leeds and Grenville counties debentures.

NIAGARA FALLS, ONT.—Contract for Ontario Avenue sewer has been let to Cole & McMurray, at \$868, and the

Buttrey Avenue bridge to John Brecken, at \$160.

QUEBEC, QUE.—The contract for 4 inch hydrants has been let to F. Drolet, at \$38.50 each, and that for 6 and 8 inch hydrants to L. P. Boisson, at \$50 and \$60 respectively.

MONTREAL, QUE.—Rogers & Taylor, of this city, are said to have been awarded the contract for double tracking the Grand Trunk Railway from Hamilton to Niagara Falls.

OTTAWA, ONT.—Ottawa Dairy Co.'s building: Felix McCullough, general contractor; Arnoldi & Eyre, cement floors; McKinley & Northwood, galvanized iron work.

BRACEBRIDGE, ONT.—The contract for the general division of the power works for this town was not let, but will be done by day labor, with C. W. Dill, C. E., as superintendent, and C. H. Mitchell, of Niagara Falls, engineer.

ARNPRIOR, ONT.—For construction of vitrified brick sewer on John street tenders were received as follows: J. R. McQuirge, Arnprior (accepted), \$1,907.54; Robt. Riddell, Rentrew, \$1,916.50; M. O'Leary, Ottawa, \$2,684.80; Clark & Connolly, Toronto, \$2,800.

KINGSTON, ONT.—Arthur Ellis, architect, has accepted the following tenders for alterations to house of T. McK-Robertson: Masonry, Douglas & McIlquham; carpentry, Jos. Hooper; painting and glazing, T. W. Milo; hot water heating, plumbing and metal work, Jos. Jamieson.

#### BIDS.

HAMILTON, ONT.—The following tenders were received for construction of sewers: Princess street, J. J. Armstrong, \$1.49; Kinrade avenue, J. J. Armstrong, 73 cents; D. Newlands, 98 cents, J. H. McKnight, 65 cents; Sanford avenue and Huron street, D. Newlands, \$2.60; Barton street, D. Newlands, \$2.25, J. H. McKnight, \$2.30. The contract was to have been awarded yesterday.

#### WEATHER STAINS IN BRICK.

In reply to a correspondent who asked in a recent issue regarding the best thing to take weather stains out of bricks, muriatic acid or oxalic acid failing to serve the purpose, the *Painters' Magazine* says: "Make a strong solution of rock potash in boiling water and apply to the brick with a sponge. In case this does not remove the stains, there is no remedy except to heat the bricks with a gasoline burner, and then coat them with paraffin, a rather costly undertaking, and by no means a certain remedy. If the treatment with muriatic acid solution did no good, the trouble is evidently in the composition of the bricks."

#### BUSINESS NOTES.

Paddon & Nicholson, plumbers, Montreal, have dissolved.

Pieper & Burnie, painters, Cranbrook, B. C., have opened a branch at Moyie.

Massey, Howard & Maze, civil engineers, Montreal, have dissolved partnership.

The firm of Sargent & Bradford, plasterers, Sherbrooke, Que., has been dissolved.

The assignment is announced of John Higman, plumber, Ottawa. A meeting of creditors will be held on November 5th.

## THE BEST PAINT FOR GALVANIZED IRON.

The painting of galvanized iron, so that the coating will adhere firmly and neither crack nor peel, says Joseph Griggs in the Painters' Magazine, is a problem that many of the craft have tried to solve in the past without success. In our daily travels through the streets of large cities, if we keep our eyes open, we can see coats of paint, plain and sanded, hanging down in large shreds from galvanized iron bay window sheetings, cornices, awnings, &c., leaving the metal exposed, and this peeling will take place in anywhere from two months' to one year's time after painting. To prevent such a result we must of necessity first look to the causes that bring it about. In the first place galvanized iron is prepared by first pickling black iron in a solution of sulphuric acid and water, so as to remove mill scales, rust and grease, in order to make the subsequent galvanic bath take the proper hold. This bath, which consists of melted zinc and tin, produces a coating on the iron which is of very much the same nature as sheet zinc, and every painter of experience knows that ordinary oil paint will not adhere to metallic zinc. Next it will be observed that the handling of the metal in course of erection is liable to make its surface greasy, and it is but natural that unless grease and dust, &c., be removed preparatory to first coating, the paint cannot adhere to the metal. A wash with strong soda water, or soft water to which some ammonia has been added, and subsequent rinsing with clear water, will remove the grease. A still better wash is dilute muriatic acid, which will, on drying, produce a grayish film that should be rinsed with clear water and the surface allowed to dry before beginning to prime.

As to the paint for first coating galvanized iron, beware of white lead, because it remains soft and eventually peels; of zinc white, which will crack and flake; of any of the light carbon paints which require much oil to spread, because these will wrinkle and later on part. The cheap, ordinary mineral paints will not serve the purpose either, because these are most liable to peeling. Red lead, as a base for an all-oil paint, has given best service, but it, too, has given away at times, and the cause of the trouble appears to be that in an all-oil paint the oil is attacked by the metallic zinc. The writer has found, after many trials, that a paint made from a heavy pigment that requires a small percentage of thinner for spreading, will serve the purpose of first coating galvanized iron best of all. Thus a mixture of equal parts by measure (not weight) of dry red lead and first-class mineral brown, ground together dry and then mixed by hand with equal parts of pure raw linseed oil and pure spirits of turpentine, without the use of any japan or liquid drier, has given the most durable and effective results. Over this priming any good oil paint may be applied, and permanent adhesion may be looked for.

The reason for employing dry red lead is to let the paint oxidize on the surface rather than to have it saponify the oil in the pot, as there is ample proof that such paint is most liable to peel, it having lost its cementing qualities. Let it be noted, however, that this semi-flat, yet fairly

elastic paint is to be used for first coat only and not as a finish. It is intended to isolate the oil paint from the metallic surface, to prevent the latter from acting on the oil. And under no consideration should boiled oil be used in mixing this first coat for galvanized iron. If a good grade of mineral brown cannot be had, a fine, chemically pure oxide of iron, such as Indian red, may be used in its place and serve the purpose even better. And no more of the paint should be made at any time than can be used the same day.

## THE CEMENT MARKET.

The arrivals of cement at Montreal last week were 3,820 English and 8,170 of Belgian and German, as against no English and 3,600 Belgian and German for the previous week, making a total to date of 47,187 English and 129,703 Belgian and German. The feature of the trade was the sale of 25,000 barrels of German cement at about \$2.40 per barrel. Tenders were called for this lot of cement by the government some two weeks ago, and, according to report, the contract was awarded last week to two local importing houses at the above price. It is to be used for the construction of a new lock at the foot of McGill street, and 4,000 barrels will be delivered this season, and the remaining 21,000 next spring. Aside from the above a very fair jobbing trade has been done on both local and western account. Stocks are ample to fill all immediate requirements and prices show no change.

The imports of firebricks last week were 196,590, as against 108,000 for the previous one, making a total to date of 2,234,189. The demand at present for bricks is somewhat limited and trade is quiet, with prices steady at \$17 to \$24 per 1,000, as to brand, ex wharf.

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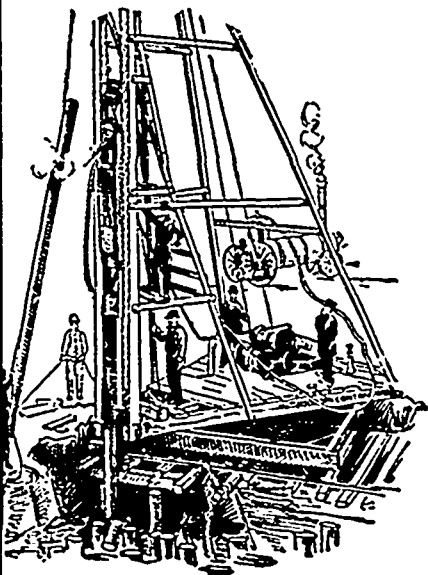
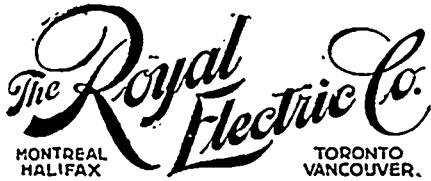
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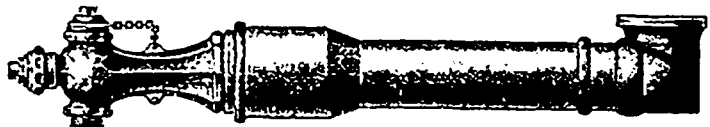
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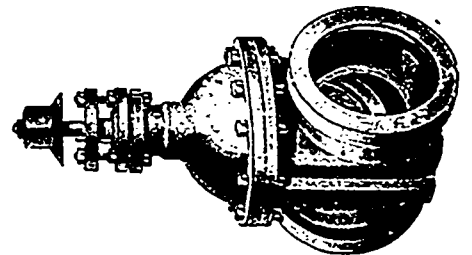
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# MUNICIPAL DEPARTMENT

## PORTLAND CEMENT STREET PAVEMENTS.

No substantial reason exists against the use of Portland cement pavement for streets and roadways in the United States, says Cement and Engineering News.

The points raised against its use disappear on close examination. While it is true that Portland cement concrete pavements do not possess every point of superiority over every other kind of paving material, compared with asphalt it is not so elastic under the tread of horse and wheel traffic, yet it is equally smooth and far more durable. Carefully conducted abrasion tests made on a stone rubbing bed at Philadelphia and described in this journal demonstrated that a Portland cement concrete block suffered less from abrasion than granite. We have therefore in a Portland cement street pavement the smoothness of asphalt with the wear resisting properties of granite. No other paving material can show like properties, therefore it should be used. The city of Philadelphia, we are pleased to note, is and has been for some time using Portland cement concrete pavements in all its alleys with entire satisfaction. It makes a perfect sanitary pavement. Berlin, Germany, has commenced laying it. The city of Grenoble, France, is likewise using Portland cement pavements on all streets in preference to all other paving materials on its intrinsic merits.

There are numerous streets in the city of Chicago originally paved with asphalt on concrete foundations from which the asphalt has entirely disappeared, leaving the concrete foundation exposed and in good state of preservation. One particular street in which the foundation is of Utica hydraulic cement concrete, denuded of its asphalt covering for more than eight years and over which much of the heavy structural iron was hauled for the Metropolitan Elevated Railway, shows little or no wear. Here and there slight depressions exist due to the introduction and repairs of the street, water and gas service, otherwise the street is in good condition.

The adoption of concrete street pavement is simply a matter of time and of educating the people to its use and economy.

Julius Cæsar built military roads of concrete in Europe which exist in part today under the traffic of two centuries.

Mr. Elias Boughner, of Wingham, Ont., has been appointed clerk of the county of Norfolk, to succeed the late Chas. Dickinson.

## A STREET TUNNEL IN MONTREAL.

In a recent paper read before the Canadian Society of Civil Engineers and recently reproduced in the Engineering News, Mr. Stuart Howard described the construction of the Ontario and Berri street subways, Brock street tunnel and Notre Dame street viaduct, in the city of Montreal.

The Brock St. tunnel is especially interesting in possessing the novel feature of a flood gate at the river end, intended to keep out the water and ice during freshets in the St. Lawrence river. This tunnel approach to the wharf level was built to overcome very steep gradients in the old surface approach, which seriously interfered with heavy hauling. It commences at Craig street, and with its approaches it has a total length of 905 ft., or 666½ ft. from portal to portal of tunnel proper.

The tunnel arch is a semi-circle of 15 ft. radius, springing from the floor of the tunnel, and thus gives a center headway of 15 ft. The portals are masonry, extending back 8 ft. and the arched stones are toothed so that the brick courses are tied to them. The intrados of the arch is fire brick, 9 in. thick, and the backing is hard red brick laid in cement mortar, 1 cement to 2 sand. On top of this brickwork is a 9 in. course of concrete, made of 1 cement, 2 sand and 4 stone; and over this concrete is placed No. 20 galvanized iron corrugated. The space between the tunnel and the tunnel-roof planking was carefully filled with stone laid by hand; this stone acts as a drain and any water

leaking in from above is carried through this stone to a 6 in. open jointed pipe, laid on a bed of concrete on the same grade as the tunnel. This grade is 1 in. 43 from portal to portal of tunnel.

## ALBANY EXPERIMENTS WITH GRAVEL.

An interesting experiment is in progress at Albany, N. Y., where vitrified brick pavements are being laid, in Swan St., on gravel instead of concrete foundations. The use of a substitute for concrete was apparently necessitated by the action of water, accumulated in the streets after rains, in undermining the roadways and causing expensive damage to the pavements. The brick, as laid on concrete foundations, formed a waterproof surface, and the water, running beneath, finding no outlet, hollowed wide holes in the underlying sand, and this resulted in a cave-in of the pavement above so soon as a heavy vehicle passed over the damaged part. The city engineer hopes to obviate this difficulty by the use of a gravel foundation, a foot thick, which is to be rolled until it has the hardness of a macadamized road, and can be guaranteed as indestructible. It is claimed that no matter how hard this foundation, water will percolate through it and soak naturally into the ground, and that, for this reason, gravel will be proved superior to concrete as a foundation for brick pavements.

Mr. A. K. Kirkpatrick has been appointed city engineer of Kingston, Ont., as successor to the late Mr. Bolger.

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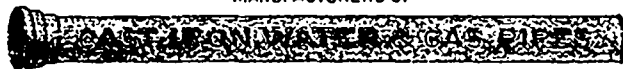
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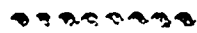


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**CREDIT VALLEY STONE.**  
F.O.B. Quarries.

Rubble, per car or 14 tons.....	7 00
Brown Coursing, up to 10 in., per sup. yard.....	1 50 to 1 75
Brown Dimension, per cub. ft. Grey Coursing, per sup. yard Grey Dimension, per cub. ft.	1 00 45

**LONGFORD STONE.**

Rubble, per 30 M. car.....	5 50
Ashlar, per cub. vd.....	2 00
Dimension, per cub. ft.....	18

**SLATE.**  
Toronto. Montreal.

Roofing (8 square).....	17 50	20 00
" red.....	8 50	10 00
" purple.....	8 50	7 00
" ring green.....	7 50	6 50
" olack.....	20 00	25 00
Terra Cotta Tile, per sq.....	8 50	6 50
Ornamental Blue Slate Roofing.....		

**CEMENT, LIME, etc.**

Portland Cement -				
German per M.....	2 90	3 10	2 55	2 65
London.....	2 95	3 00	2 25	2 45
Newcaslr.....	2 70	3 00	1 95	2 10
" Jossan" Brand Portland.....	3 05	3 25	2 70	2 80
" Dyckerbuht.....	3 05	3 25	2 75	2 90
North's "Condor.....	2 95	3 10	2 65	2 80
English, artificial, per bbl.....	2 55	3 00	2 35	2 45
Belgian, natural, per bbl.....	2 20	2 75	2 00	2 20
Canadian, artificial, ".....	2 85	3 00	2 60	2 70
Roman.....	2 20	2 25		
Parian.....	5 25	5 25	5 75	5 75
Keene Superfine "Whites".....	1 00	12 00	0 0	10 00
Keene's Coarse "Whites".....	8 00	8 50	8 0	9 00
Karlstadt " (German).....	3 05	3 25	2 75	2 90
Germania " (German).....	3 05	3 25	2 75	2 90
" Rooster " (Belgian).....	2 15	2 20		
" Keystone " (Belgian).....	2 15	2 20		
" Anvil " (Belgian).....	1 95	2 05		
" Burham " (English).....	2 95	3 00	2 75	2 45
Hydraulic Cements -				
Thorold, per bbl.....	1 50		1 6	
Queenston, ".....	1 0	1 50	1 60	
Napanee, ".....	1 50		2 50	
Hull, ".....	1 00		1 50	
Ontario, ".....	1 0			
Fire Bricks, Newcastle, per M.....	0 00	35 00	16 00	21 00
" Scotch.....	30 00	35 00	19 00	21 00
Lime, 100 lbs., Grey.....			35	30
" White.....			2 00	2 50
Plaster, Calcined, N. H.....			2 00	2 50
" N. S.....			60	1 00
Hair, Plasterers', per bag.....			0 00	

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

Cut nails, 50d & 60d, per keg	2 85	2 85
teel " " " "	2 95	2 95

**ARCHITECTURAL VARNISHES.**  
THE IMPERIAL VARNISH AND COLOR CO., LIMITED.  
(Highest grade)

	Per gal. cans.	Per gal. cans.	Per gal. cans.	Per gal. cans.	Per gal. cans.
Exterior weaning body.....	\$ 50	\$ 57	\$ 55	\$ 62	\$ 60
Exterior rubbing.....	3 50	3 75	3 85	4 00	4 00
Etio trio.....	3 50	3 75	3 85	4 00	4 00
Ivory Frame inc.....	5 00	5 25	5 35	5 75	5 60
Cryat. li c.....	4 50	4 75	4 85	5 00	5 00
Yachting.....	3 00	3 25	3 35	3 50	3 50
Architectural Crack.....	5 00	5 25	5 35	5 75	5 60
Galvanizing fl. 3 ft. ish.....	2 50	2 75	2 85	3 00	3 00
Architectural fl. ting.....	2 00	2 25	2 35	2 75	2 75