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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. SEPTEMBER 5, 1900 No. 31

THE CANADIAN CONTRACT RECORD,
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 Information solicited from any part of the Dominion regarding contracts open to tender.



NOTICE TO CONTRACTORS

TENDERS FOR Pavements and Sidewalks

Tenders will be received, by registered post only, addressed to the Chairman of the Board of Control, City Hall Toronto, up to noon on **TUESDAY, SEPTEMBER 12TH, 1900**, for the following works:

- ASPHALT PAVEMENT:**
Cowasa Avenue, from King Street to Huxley Street.
- CEDAR BLOCK PAVEMENTS:**
Ossington Avenue, from College Street to Bloor Street.
Avenue Place, from Avenue Road to Hamilton Avenue.
- CONCRETE SIDEWALKS:**
Lonsdale Street, north side, from Yonge Street to first lane west.
Winchester Street, south side, from first lane east of Parliament to Metcalfe Street.
Huntley Street, east side, from Linden Street to Selby Street.
Ray Street, east side, from King Street to south limit No. 111.
Scott Street, east side, from Colborne Street to a point 60 feet 1 inch south.
Queen Street, north side, from Grant Street to Broadview Avenue.
University Street, east side, from Armoury Street to Christopher Street.

Conditions and specifications may be seen, and forms of tender obtained, at the office of the City Engineer, on and after Wednesday, Sept. 3, 1900.
 Contents of envelopes containing tenders must be plainly marked on the outside.
 A deposit, in the form of a marked cheque, 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, Aug. 31, 1900.

Applications Wanted

The undersigned will receive applications for the position of Superintendent of the St. Catharines Water-Works, up to 12 o'clock, noon, **MONDAY, SEPTEMBER 10TH, 1900.**
 To a competent person a salary of \$500 per annum will be paid.
 Parties applying to address the undersigned under seal, marking on envelope, "Application for Office of Superintendent."
ANDREW JOHNSTON,
 Secretary Board of Water Commissioners,
 St. Catharines, Ont.

TENDERS FOR Cast Iron Water Pipe AND Special Castings

Scaled tenders, addressed to **Ald. W. G. Reid, Chairman Fire, Water and Light Committee** for the supply of a quantity of Cast Iron Water Pipe and Special Castings, will be received at the office of the Mayor, signed up to 5:30 p.m. on

Monday, September 17, 1900.

Specifications and form of tender may be obtained at the office of **Col. H. N. Kinnear, City Engineer, Winnipeg, Canada.**
 Each tender must be accompanied by an accepted cheque or cash deposit for the sum called for in form of tender supplied, which will be subject to forfeiture in case of failure to enter into a written contract with approved sureties if called upon to do so.
 The City reserves the right to reject any or all tenders or to accept any bid which appears advantageous to the City of Winnipeg.
C. J. BROWN,
 City Clerk.

City Clerk's office, Winnipeg, Canada.

NOTICE TO CONTRACTORS

Scaled proposals will be received up to 7 o'clock, p.m., of **FRIDAY, SEPTEMBER 14TH, 1900**, by the Township of Finch, for the construction of a

SEWER

in the Village of South Finch, in the County of Simcoe.
 The work will consist of approximately six hundred and sixty-eight cubic yards of Rock Excavation; one thousand, one hundred and fifty cubic yards of Earth Excavation; the laying of about two thousand, three hundred and eighty-seven feet of 6 inch Drain Pipe; the building of three Catch Basins and two Man Holes.
 Specifications for the above work and copies of instructions to bidders may be had by applying to **John A. Cockburn, Clerk of the Township of Finch, Croydon, Ont.**, or to **Geo. L. Brown, County Engineer, Morrisburg, Ont.**
 All tenders must be made on the blank forms furnished upon application to the undersigned.
 The Township reserves the right to reject any or all bids.
JOHN COCKBURN,
 Clerk Township of Finch.
GEO. L. BROWN,
 Engineer.

FOR SALE

GRAVEL PIT, TORONTO THE MANUFACTURERS AGENCIES AND SUPPLY CO., Limited, 36 East King Street, Toronto.

Arnprior Water Works TO CONTRACTORS

Scaled tenders, addressed to the undersigned, will be received, by registered letter only, up to 6 p.m. on **MONDAY, SEPTEMBER 12TH, 1900**, on each of the whole of the several works required for the Water Works System.

- Contract No. 1. For the supply and delivery F.O.B. cars Arnprior of the required Pipes, Hydrants, Valves, and Special Castings.
- Contract No. 2. For the excavation and pipe laying required.
- Contract No. 3. For the erection of the Pump House Building.
- Contract No. 4. For an 80,000 gallon Tank on a 75-foot Steel Tower.
- Contract No. 5. For two Pumping Engines and one Filter.
- Contract No. 6. For two Steam Boilers.
- Contract No. 7. Bulk sum for all the above Works.

Plans and specifications can be seen, and "Form of Tender" procured, at the Engineer's office, Town Hall, Arnprior. A marked cheque for the amount stated in form of tender must accompany each tender, or they will be ruled out as informal.
 The Corporation do not bind themselves to accept the lowest or any tender.

W. M. HOWE,
 Mayor of the Town of Arnprior.
 Arnprior, Sept. 12, 1900.



NOTICE TO CONTRACTORS TENDERS FOR SEWER

Tenders will be received, by registered mail only, addressed to the Chairman of the Board of Control, City Hall, Toronto, up to noon on **TUESDAY, SEPTEMBER 12TH, 1900**, for the following work:

15-in Tile Pipe Sewer on Dowling Avenue, from King Street to Leopold Street.
 Contents of envelopes containing tenders must be plainly marked on the outside.
 Conditions and specifications may be seen and forms of tender obtained at the office of the City Engineer on and after Friday, the 24th of August, 1900.
 A deposit, in the form of a marked cheque, 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 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, Aug. 23, 1900.

CONTRACTS OPEN.

WINGHAM, ONT.—It is proposed to build a Methodist church here.

THORNDALE, ONT.—R. Wright purposes rebuilding his cheese box factory.

TWEED, ONT.—The Roblin Cheese Co. have decided to erect a new factory.

KEEWATIN, ONT.—R. F. Fisher will erect a large skating and curling rink.

FENWICK, ONT.—B. Stoffol, of Simcoe, will erect a carriage show room 40 x 60 feet.

BERLIN, ONT.—The corporation has invited tenders for sinking two artesian wells.

BURFORD, ONT.—T. S. Rutherford is about to commence work on a brick storehouse.

WAJEAUSHENE, ONT.—The Georgian Bay Lumber Co. are about to erect a new saw mill.

ROUND ISLAND, ONT.—Plans are being prepared for an annex to the new Frontenac hotel.

RUTHVEN, ONT.—J. Malott purposes building a meat market and residence combined.

MARKDALE, ONT.—The School Board has taken tenders for steam heating of school here.

NANAIMO, B. C.—J. A. Thurston has commenced the erection of a boot and shoe factory.

MANVILLE, ONT.—The School Board contemplate building an addition to the public school.

HARTNEY, MAN.—A new station is about to be built here by the Northern Pacific railway.

GEORGEVILLE, QUE.—Plans are being discussed for a \$60,000 hotel to replace the Mountain House.

PAISLEY, ONT.—The council is considering the question of constructing a sewer on Queen street south.

WHITEWOOD, N.W.T.—During a wind storm here last week buildings were damaged to the extent of \$10,000.

EAST TORONTO, ONT.—Tenders have been invited by the corporation for erection of electric light power house.

FAIRVIEW, B. C.—It is expected that the erection of a new Episcopal church here will be commenced at an early date.

MILLBROOK, ONT.—Wm. Turner, village clerk, asks offers up to September 10th for lighting the streets by electricity.

AMHERSTBURG, ONT.—Debentures issued for the purpose of building the Dalhousie street sewer will be offered for sale.

TORONTO JUNCTION, ONT.—Thos. Coats, of Toronto, has purchased a lot on High Park avenue and intends erecting a residence.

WAHGOON, ONT.—A meeting was held at Dryden recently to consider a proposition made by a syndicate to build a pulp mill there.

PRESCOTT, ONT.—It is expected that work will be commenced within a fortnight on the new factory for the Imperial Starch Co.

PORT CREDIT, ONT.—The Grand Trunk have decided upon important improvements here involving an expenditure of \$50,000.

THESSALON, ONT.—At the last council meeting a motion was passed to take up the question of installing a civic electric light plant.

NIAGARA FALLS, ONT.—The council will purchase another transformer to provide additional power for the Ontario Silver Works.

ST. MARYS, ONT.—A council meeting will be held Thursday of this week to award contracts for steam plant and power house.

BURK'S FALLS, ONT.—The council have agreed to loan Knight Bros. the sum of \$20,000 to develop the water power and build a pulp mill.

LEAMINGTON, ONT.—P. Philips will build a residence.—A government engineer has been taking soundings for proposed dock here.

MEAFORD, ONT.—Three tenders were received for purchase of debentures. The council has been given further time to consider the offers.

GLADSTONE, MAN.—Tenders close Oct. 15 for purchase of \$12,500 corporation debentures. Address S. Schooley, secretary-treasurer.

BLenheim, ONT.—H. J. Powell, architect, of Stratford, has completed plans for a new eight room school, 50x75 feet, to be built at this place.

RIDGETOWN, ONT.—Dart & Hamilton are prepared to let the contract for grading on the extension of the Lake Erie & Detroit River railway.

KINGSVILLE, ONT.—Cadwell Silex Stone Co., of Windsor, have secured the contract for laying 35,000 square feet of walks in this village.

WINDSOR, ONT.—Wm. McGregor, M.P., will erect a new building adjoining the post office, plans for which have been prepared by Mr. Scott.

CHATHAM, ONT.—Tenders have been invited for the new heating system in the separate schools, from plans by Jas. L. Wilson & Son, architects.

HAPANEE, ONT.—Tenders are invited by the corporation up to September 15th for an electric fire alarm system.—Particulars from John Carson.

NEEPAWA, MAN.—M. H. Fieldhouse invites tenders on behalf of the School Board up to 10th inst. for erection of two roomed brick school house.

ST. THOMAS, ONT.—It is believed that the by-law to raise \$3,500 for improvements to the Amassa Wood hospital will be carried by the ratepayers.

GLENCoe, ONT.—A local syndicate is negotiating the purchase of some property on the shores of Lake Erie, to be converted into a summer resort.

KINGSVILLE, ONT.—A government engineer has been taking surveys with a view to improving the harbor here. The breakwater will be extended 200 feet.

HALIFAX, N.S.—A United States capitalist has offered to furnish \$50,000 for the erection of a large hotel here, providing an additional \$100,000 can be obtained.

CALGARY, N.W.T.—The Calgary Water Power Co. have made a new proposition to the city for street lighting, agreeing to erect new poles and adopt enclosed arc lamps.

ELMIRA, ONT.—Mr. Rumpel, of Berlin, has asked for a loan of \$10,000 to assist in the erection of a three storey factory on the site of the Wenger Woollen Felt Co.

NORTH BAY, ONT.—A company, in which John Ferguson, of Toronto, is interested, has asked the council for a loan of \$10,000 to assist in the erection of a veneer factory.

RAT PORTAGE, ONT.—A by-law will be introduced in council to provide for the further issue of debentures.—Tenders are being taken on alterations to heating apparatus in town hall.

EMERO, ONT.—G. M. McKenzie asks bids up to September 8th for construction of the Caddy drain in West Zorra and North Oxford.—Plans at office of F. J. Ure, C. E., Woodstock.

SASKATOON, N. W. T.—T. Copland, secretary-treasurer of the municipality, invites tenders up to September 15th for the purchase of \$1,200 of debentures issued for the purpose of building a stone school house.

WOODSTOCK, ONT.—F. G. Jackson, clerk of East Oxford township council, invites tenders up to September 10th for construction of the Parkinson drain, also for the supply of about 6,000 feet of tile, from 7 to 14 inches in diameter.

HUNTINGDON, QUE.—Boyd & Co. have been given a contract to furnish electric light to the corporation for twenty years. They agree to develop 1,000 h.p., install a 1,000 light dynamo, and to have the works completed by January 1st, 1901.

BRACKVILLE, ONT.—The town engineer has been instructed to report on the cost of concrete, vitrified brick and cobble gutter drain.—It is rumored that a syndicate is being formed to purchase the Revere House property and erect a new hotel.

MIDLAND, ONT.—Thos. Ferguson intends building a pump factory.—R. E. Speakman, C.E., of Toronto, will likely prepare plans for a water and sewerage system for this town, a committee of the council having recommended his engagement.

HAMILTON, ONT.—The Harbor and Beach Committee of the Council last week made soundings in the bay with a view to recommending necessary improvements.—The Board of Works has recommended that York street be widened from Queen to Dufferin street, cost \$24,285.

LEVIS, QUE.—D. Pottinger, general manager Intercolonial railway, invites tenders up to 7th inst. for filling ponds and beaches at this place.—Tenders are also asked by the Intercolonial railway management up to Tuesday, 25th inst., for erection of station building at this place.

KINCARDINE, ONT.—R. E. Stewart, Dominion Government engineer, has made surveys in connection with the project to build a breakwater in the harbor to keep the river drift from filling up the river. It is understood that he will recommend the building of a dam across the river.

CHARLOTTETOWN, P. E. I.—A special committee of the council has been appointed to obtain information regarding the cost of a municipal electric light plant. An estimate already received places the cost in the neighborhood of \$20,000.—The council has decided to purchase a steam road roller.

ST. CATHARINES, ONT.—The corporation is about to undertake the development of additional water power from the Welland Canal above Thorold.—W. R. Allen, architect, has just taken tenders for the erection of buildings F. and G. and for a brick office and vault for the Welland Vale Manufacturing Co.

FREDERICTON, N.B.—The department of public works is calling for tenders for rebuilding Pelletier's mill bridge over Little River, Madawaska County; for rebuilding Edmundston bridge across the Madawaska river at Edmundston, and for repairing Charter's bridge at Memramcook Station, Westmorland County.

OWEN SOUND, ONT.—The Parkhill Basket Company have invited tenders for erection of new factory, from plans by J. C. Forster, architect. The main building will be 44 x 100 feet, saw and planing mill 34 x 50 feet, and boiler and engine room, 32 x 40 feet.—Tenders have been taken for building new armory here.

SHELburne, ONT.—Willis Chipman, C. E., of Toronto, will probably be engaged to superintend waterworks construction.—Dr. J. P. Marshall has purchased property on Main street, on which he will likely erect a brick building.—Debentures will be issued for \$3,000 to pay for cement walks already completed.

THOROLD, ONT.—Mr. Patterson, of the Thorold Pulp Co., has informed the council that it is the intention to erect a

stone building, for which plans are now being prepared.—Chas. H. Vogel, mill architect and engineer, is preparing plans for the development of a water power and the erection of a pulp mill at this place.

CAYUGA, ONT.—The electric light station of the town was destroyed by fire a short time ago, and the ratepayers have appointed a committee to report as to the desirability of operating the plant under municipal control, and adopting a water-work system for the town. The most modern power and dynamos will be secured.

BRANTFORD, ONT.—Tenders are invited up to the 10th inst. for erection of factory buildings in this city for the Adams Wagon Co. Plans at office of Jas. Wilson, architect, this city, or Adams & Sons, Paris.—W. G. Killmaster is this week taking tenders for building an addition to the John H. Stratford Hospital and for the mortuary and out-buildings.

KINGSTON, ONT.—Chas. Meyers, of the Catarqui Mining & Developing Co., states that work on the proposed smelter will be commenced very shortly.—B. Wemple, of New York, will probably take possession of the British American hotel, in which case improvements to cost \$10,000 will be made.—Henry Smith, architect, has prepared plans for enlargement of a church on Wolfe Island.

LONDON, ONT.—The ratepayers on Dundas street, between Wellington and Waterloo, have petitioned against a vitrified brick pavement.—Building permits have been granted as follows: W. J. Legg, two story brick residence on Wolfe street; Arthur C. Knobbs, one and one-half story brick dwelling on Oxford street, between Thornton and Colborne streets.—The authorities of the Bethany Union Mission will build a chapel on Pall Mall street.

SYDNEY, C. B.—At a convention here last week, several speakers advocated the building of a bridge across the straits of Canso. The cost is said to be \$3,000,000.—Steps are being taken looking to the early construction of a railway by the Cape Breton Extension Co. Work on the first section will begin at Point Tupper, on the east side of the strait of Canso, and extend 30 miles beyond to St. Peters. This section has been subsidized by the Dominion Government. Robt. Campbell, of New York, is president of the company about to undertake the work.

MONTREAL, QUE.—Some minor repairs are being made to the city hall, and next year it is intended to remodel two of the flats.—The Royal Shoe Co. have been granted a bonus of \$25,000 by the corporation.—The Government has voted the sum of \$10,000 to build a new post office, and available sites for same have recently been examined.—Ald. Chausse will move in the city council to vote the sum of \$25,000 for the construction of sidewalks.—H. Joseph & Co., 16 St. Sacrament street, invite tenders for tearing down and removal of buildings at 584 to 594 Craig street.

WINNIPEG, MAN.—The city will invite tenders for the following works: Asphalt pavement on Notre Dame avenue, from Elm street to Nina street, cost \$32,685, and on Kennedy street, from Portage avenue to Ellis avenue, cost \$6,655; sewer on Gertie street, cost \$820; granolithic walk on north side of Broadway, cost \$5,320, and on south side of same street, cost \$6,511, also on east side of Carleton street, cost \$700.—The School Board will obtain tenders for heating their new office building by hot water.—Hugh McGowan, architect, is this week taking tenders on brick and stone building on Main street for Robt. Strang.—Fulljames & Holmes have leased the McIntyre skating rink and will erect an addition 120 x 30 feet

St. JOHN, N. B.—The corporation is collecting information with a view to the installation of a civic electric light plant.—The ladies of the north end W.C.T.U. are taking steps to secure the erection of a drinking fountain as a memorial to the South African soldiers. It will be built of granite and will cost \$3,000.—The New Brunswick Cold Storage Company have applied for exemption from taxation on proposed warehouse.—Ald. Millidge has introduced a motion in council to raise \$68,600 by the issue of debentures for the following purposes: \$20,000 for the improvement of the west side water service; \$35,000 for extension of the water and sewage systems in the eastern and northern ends of the city and for the improvement of the water distribution service; \$7,000 for purchase of a fire engine and improvements in connection with the north end hook and ladder station; \$6,600 for the purchase of the Ryan and Brandon properties at Little river.

OTTAWA, ONT.—An agitation is on foot for the construction of a bridge across the Rideau river at the foot of Somerset street east.—Geo. Dalglish has commenced the erection of a brick block, corner Queen and Leit streets.—The Salvation Army Barracks on Queen street has been purchased by H. H. Pearce, who will overhaul it for the purpose of a warehouse. The Salvation Army will likely build another barracks next spring.—The following building permits have been granted: W. A. & J. D. Lamb, brick warehouse, corner Wellington and market, cost \$6,000; William Goodwin, brick veneered dwelling, Division street, cost \$1,100; L. R. Gauthier, two brick veneered dwellings, Lorne avenue, cost \$2,000; D. Scott, frame dwelling, Division street, cost \$900; T. J. Bailie, brick veneered house, Gladstone avenue, cost \$1,500; David Lemieux, double tenement house, Bridge street, cost \$1,400; Daniel and Christina McCuaig, brick veneered house, Rochester street, cost \$1,000; Wm. Tannahill, brick veneered dwelling, James street, cost \$1,000; George F. Venn, two solid brick houses, Elm street, cost \$1,700; J. Foss, brick veneered dwelling, Margaret street, cost \$1,200; Elliot Deslauriers, brick veneered shop and dwelling, Queen street, cost \$1,200.—The Department of Railways and Canals asks bids up to September 13 for repairs to dam at St. Ours, Que. Plans at 1703 Notre Dame street, Montreal.—The Department of Public Works invites tenders up to Monday, the 24th inst., for construction of wharf at Ile aux Grues, Montmagny county, Que.

TORONTO, ONT.—The Merchants Shoe Co. are building a new factory at corner of Scott and Esplanade streets.—The city engineer has been asked to pave the approaches to the Dundas street bridges.—Alfred E. Rose, manager of the J. C. Ayer Co., of Lowell, Mass., was in the city last week in connection with the establishment of a laboratory in this city.—The following building permits have been granted: Canada Biscuit Co., four story main and three story rear brick factory, south east corner King and Bathurst streets, cost \$25,000; Jas. Muldoon, brick dwelling, 150 Lansdowne Ave., cost \$3,000; M. S. Keelov, 2 storey detached dwelling, north side Wells st., near Albany avenue, cost \$2,000; A. R. Bell, 2 storey brick and stone dwelling, north-west corner Jameson and Leopold sts., cost \$2,500.—The city council has given notice of its intention to construct the following works: Cedar block pavement on Pearson avenue, from Sorauren to Roncesvalles avenue, cost \$4,040; asphalt pavement on Lowther avenue, from St. George street to Spadina road, cost \$7,800; cement concrete sidewalk on Bathurst street, west side, from north side

McDonnell square to a point 100 feet south of Queen street, cost \$1,133; on Bloor street, south side, from Huron to Major streets, cost \$1,343; on Rose avenue, west side, from Prospect to Wellesley streets, cost \$448; on Bloor street, south side, from Brunswick avenue to Bathurst street, cost \$1,067.—J. Francis Brown, architect, Board of Trade building, is taking tenders for plastering block of stores at Berk's Falls. The Canadian Manufacturers' Association have pointed out the need of new buildings for the Industrial Exhibition.

FIRES.

Currie's brick block at Neepawa, Man.; loss \$1,000, fully insured.—Exhibition buildings at Belleville, Ont.; loss \$3,000.—Block on Portage avenue, Winnipeg, containing premises of Singer Sewing Machine Co., McKenzie & Co., plumbers, R. Henderson, boots and shoes, and others.—St. Ann's cotton mill at Hochelaga, Que., owned by the Dominion Cotton Co.; loss \$50,000, totally covered by insurance.—Residence of D. C. Chamberlain, at 328 Somerset street, Ottawa, damaged to extent of \$2,000.—Works of the Norfolk Distilling Co., at Port Dover, Ont., totally destroyed.—Grist mill at Priceville, Ont., owned by R. McGowan.—Saw and grist mills in Byham, Ont., owned by Mr. Spiece.—Fire in Montreal on the 31st ultimo resulted in a loss of \$8,000 to Brouette & Almonde, sash and door factory, and \$10,000 to Alex. McLaren, lumber merchant.—Palmetto's bottling works at Picton, Ont.; loss \$1,500.

CONTRACTS AWARDED.

LADYSMITH, B. C.—New Hotel. Alex. Forester, of Vancouver, successful tenderer.

HULL, QUE.—The contract for rebuilding court house has been let to Viau & Lachance.

LANSDOWNE, ONT.—Improvements to St. John's church. Masonry, John Dillon; roofing, King & Haig.

CHATHAM, N. B.—The new St. John's church, for which Mr. Troy is the contractor, will cost about \$11,000.

THOROLD, ONT.—Annex to Imperial Artistic Wood Turning Co.'s factory: Newman Bros., of St. Catharines, contractors.

TORONTO, ONT.—The contract for steel work in remodeling Athletic Club building has been let to G. M. Reynolds & Co. at \$195.

VANCOUVER, B. C.—The contract for repairs to the steamer Phaeton has been let to Oliver Richard, at price in the neighborhood of \$15,000.

ANPRIOR, ONT.—R. J. Riddle, of Kennewick, has been awarded the contract for excavations for the power house of the municipal waterworks system.

LONDON, ONT.—Moore & Henry, architects, of London, have awarded the contract for building an R.C. church here to Sills & Murdoch, of Mitchell. The Hobbs Hardware Co. will furnish the glass.

HAMILTON, ONT.—Contracts have been awarded as follows for alterations to Y. M. C. A. building: H. Gummlo, masonry; P. Patterson, carpenter work; Hannaford Bros., plastering; J. E. Kiddell, metal work; Canadian Plate Glass Company, mosaics; W. Henderson, wiring.

BERTIN, ONT.—The tender of the Guelph Pavement Co. for granolithic walks has been accepted by the town, at 12 cents per square foot.—For building concrete abutments for bridge over Schneider's creek, the tender of Mr.

Griffiths, of Woodstock, has been accepted, at \$800.

AMHERSTBURG, ONT. — Twenty-four tenders were received for grading the extension of the Lake Erie and Detroit River Railway from Ridgetown to Dutton. Contracts have been awarded as follows: First section, Dewhurst & Boggs, of South Woodslee; second section, Dart & Hamilton, of Ridgetown; third section, H. Cihooly, of Buxton; fourth section, James Wellwood, of Merlin.

FREDERICTON, N. B.—The Department of Public Works have let the following contracts: For repairing North Forks bridge, parish of Douglas, York Co., to Lewis E. Brewer; for repairing Hay's mill bridge at Millville, York, to Wm. O. Johnson; for repairing Murray bridge, parish of Kingsclear, York, to A. E. Cliff; for rebuilding Long's Creek bridge, parish of Johnston, Queens, to John D. McLaughlin.

WINNIPEG, MAN.—The tender of Kelly Bros. has been accepted for addition to the Deaf and Dumb Institute.—The School Board have accepted the following tenders for erection of office building: Brick and stone work, Geo. Alsip, \$2,800; carpenter work, D. Bruce & Co., \$2,100; plastering, Geo. Alsip, \$420; painting and glazing, Crawford & Young, \$365; tin and galvanized iron work, Douglas Bros., \$213; electric lights, E. Harrison, \$58.

MODELS IN PLASTER OF PARIS.

The Illustrated Carpenter and Builder says: Take any quantity of finely powdered gypsum (which is the name of plaster of paris in its raw state) and put it into an iron pan or boiler, which may be filled to within a few inches of the brim. Set the boiler upon a good fire, and stir the powder with a rake to heat it uniformly. When the powder becomes hot bubbles will rise to its surface, and it will have all the appearance of a fluid. The boiling must be continued until the bubbling ceases. The operation is then finished, and nothing more is required than to cover the boiler with a lid, and to allow the plaster to cool gradually in a warm place by removing it to one side of the fire or causing the fire to die out. The plaster thus prepared may be depended on, when mixed with water to the consistency of cream, and poured upon any figure; it hardens in a few minutes and takes a very sharp impression; by gradual drying it afterwards acquires almost the hardness of stone. Drying in an oven, although necessary for some purposes, inevitably renders all plaster tender. When plaster is not used immediately after it is made it should be kept in air tight casks, for it may be regarded as a species of quicklime, and the longer it is suffered to absorb the moisture, which it greedily takes from the atmosphere, the more it is injured. When the original subject or model is a bust or any complex figure of that nature, after it has been well oiled, the plaster is mixed up to the consistency of paste and immediately applied to every part of it with the hands. After it is dry it is divided by a very thin-bladed knife, and taken off in such portions as will separate perfectly from the original. The adjoining parts are marked, so that they can be easily put together again in their proper order. When it has been dried and oiled, and is completely put together again, plaster is poured within it

by means of a small aperture, and the mould is turned in every direction, so that the plaster may adhere to every part of its interior, and when a sufficient quantity of plaster is poured in to produce the strength required in the cast, the remainder is left hollow, both for the sake of lightness and to save expense in plaster. When the cast is dry it is extracted by separating the pieces of which the mould is composed, and it is finished where it appears to require it with chisels or any similar tools. To varnish the models brush over with skimmed milk till it will imbibe no more, which, after it is dry, will, by gently rubbing, appear like polished marble.

PAPER ROPES.

Paper ropes, says an exchange, are being manufactured which are highly recommended for power transmission. The paper rope is of a light fawn color, fairly smooth to the touch, slightly lighter than cotton rope, and is very pliable, even to 1½ in. diameter. These ropes are manufactured similar to other ropes, and are made of three strands each, each strand being made up of a number of smaller strands. The rope is treated with boiled oil, making it practically waterproof. Its tensile strength is not as great as cotton rope, but it is said not to wear internally as do these other ropes. The rope can be spliced like any other rope, though the makers are introducing a metal coupling to do away with splicing, and this is said to both make a better connection for power transmission and also to effect a great saving in time as compared with splicing. It is said that tests have been made with various kinds of rope. In all cases the pull had a tendency to decrease when the experiment had been proceeding for a minute or so. With the paper rope this was less marked than with others and a point was soon reached when the pull remained, as nearly as could be told, constant. There was a slight vibration of the spring gauge pointer, which made readings to a pound difficult. The ropes were examined after the test. The cotton and hemp showed signs of fraying; the paper was simply polished. If similar results can be obtained in practical works there seems to be a field for this new rope.

A MONSTER CRANE.

A gigantic crane, of a type that will soon come into use in building if the craze for large structures is carried further, is in use at Paris. The great 25 ton crane which is mounted in one of the main dynamo rooms of the Paris Exposition presents many points of interest. It is of great height, being twenty metres from the ground to the highest point; it takes the form of an immense tower, formed of iron beams and braced by horizontal and oblique crosspieces, it rolls upon a track laid along the whole length of the building, and is used to mount the large dynamos and engines of this section. The track is six metres wide, and is made up of two rails placed close together, leaving a space between the flanges, which is occupied by a series of short cross-pieces which con-

stitute a rack. With this the pinion of the crane engages, the transmission being made by a stout shaft which leads from a motor placed midway up the crane. The middle space underneath the tower is large enough to afford a wide passage-way, and the railroad track which has been laid to bring in the pieces of the machines passes under it, leaving still a considerable space. The tower supports a platform at the top, whose height is twelve and a half metres from the ground. On this is a circular crown of rollers arranged to carry the horizontal beam of the crane, which may thus take a circular motion around a pin in the centre. Upon the centre of this beam, which is constructed of trusswork, are placed the motors, which separate the carriage by chains which pass over a series of pulleys.

The length of the horizontal beam is twenty-five metres and the carriage mounted upon it will describe a radius of

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eleven metres. It will lift twenty-five tons to a height of twelve and a half metres. The rate of lifting is 0.04 metres per second, and the carriage travels at 0.20 metres per second; the crane is moved as a whole at the same rate. It rolls upon eight wheels on each side. This crane has been constructed by Jules Leblanc, of Paris.

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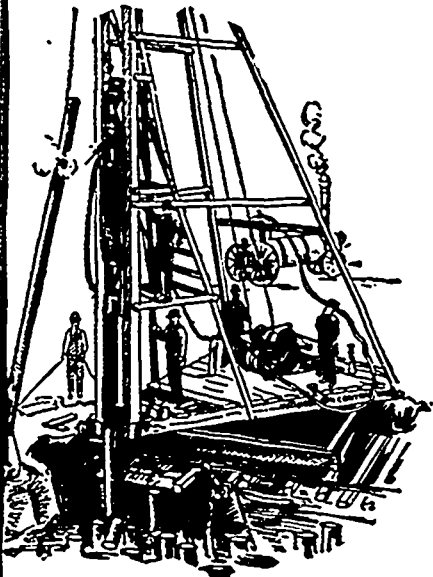
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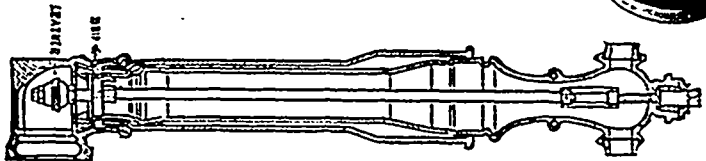
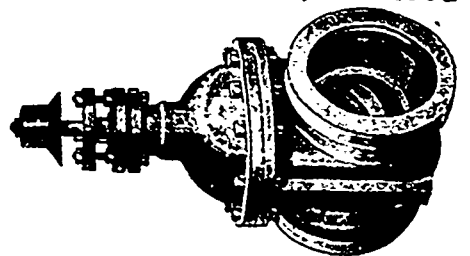
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CULVERT SPECIFICATIONS.

The following specifications for highway culverts include only these clauses necessary to the actual work of construction, and are intended more as a basis for a complete specification rather than to be followed in detail in every case.

If the work is done by a contractor, there are a number of clauses relating to excavation, protecting the public from accident while the work is in progress, manner of payment and other agreements which will be necessary to include.

The details of construction should be altered and amplified to suit local conditions, such as the quality of stone and sand obtainable. The paving of the stone culvert requires the use of flag-stone, whereas this may not be obtainable locally and a concrete or rubble stone paving may be more suitable. Local conditions may suggest various alterations.

A culvert of cement concrete will generally be found most economical, but there are circumstances, no doubt, in which municipal councils will wish to avail themselves of a plentiful supply of suitable stone within easy reach for a stone masonry waterway. The specification for a stone arch culvert will indicate the character of masonry most suitable for coursed rubblestone or broken range work, and is adapted to highway culverts up to a considerable span.

A STONE ARCH CULVERT.

1. The culvert shall be built in accordance with the dimensions indicated upon the plans and drawings hereunto attached and forming part of these specifications.

2. The masonry shall consist of coursed rubble or other approved stone laid in cement mortar. No stone shall be less than six (6) inches in thickness and not less than twelve (12) inches in its horizontal dimensions. At least one-fourth of the stone face shall be headers, evenly distributed throughout the wall. The stones shall be roughly squared on joints, bed and faces, laid so as to break joints and in full mortar beds. The face shall be "rock face" with edges pitched to line, with no face projections exceeding two inches. All vertical spaces shall be flushed with good cement mortar and then be packed full with spalls. No spalls will be allowed in the beds. Selected stones shall be used at all angles, and shall be neatly pitched to true lines and laid on hammer dressed bed; draft lines may be required at the more prominent angles. The foundation shall be of large sound stones, roughly

*From the fourth annual report of the Provincial Instructor in Road-Making for Ontario.

squared, no stone to measure less than two cubic feet.

3. The top of the parapet wall shall be capped with stones extending entirely across the wall, and having a front and end projection not less than six (6) inches. The steps of wing walls shall be capped with stone, covering the entire step, and extending at least six inches into the wall. Coping and step stones are to be roughly hammer dressed on top, their outer faces pitched to true lines, and shall not be less than six (6) inches in thickness.

4. Care should be taken that all stones are laid on their natural bed; that they are brought to an even bearing; that their shall be no vertical openings between the stones. Mortar should be used throughout the structure and the practice of using mortar only on the face and back of the walls shall not be permitted. The inside of the wing and side walls, that side on which the earth rests, shall have a frost batter of one (1) inch to the foot.

5. Arch stones must invariably extend through the entire thickness of the arch and have a minimum thickness of five (5) inches on the soffit. Each stone is to be well and closely fitted so as to give half-inch joints, and to break joints

with its fellow 9 to 7 inches. The whole must be laid in cement mortars, and each course well grouted immediately after being laid.

6. The face stones of the arch are to be as nearly uniform in depth as possible, of large size, and neatly incorporated with the perpendicular face of the masonry. The keystones are to be 10 or 12 inches on the soffit, to have chisel draught around their edges, and to project beyond the face of the wall 2 or 3 inches.

7. The extrados of the arch shall be flushed with cement mortar two (2) inches thick levelled up and rounded to a moderately even and smooth surface.

8. All outside joints should be raked out to a depth of one (1) inch and neatly pointed with a mortar made of one part Portland cement and one part sand.

9. Each course of masonry as laid shall be grouted with a mixture of one part of Portland cement to two parts of sand, no more water being used than that necessary to give the required plasticity.

10. The waterway of the culvert between the sidewalls, and to such distance between the wing walls at both ends as the engineer may direct, shall be paved with stones not less than three feet long, eight inches wide and four inches thick. The stones shall be cut and squared so as to form close joints with each other and with the walls of the culvert. The stones shall be laid on a bed of gravel two (2) inches thick, the joints to be filled with cement mortar.

(Concluded next week.)

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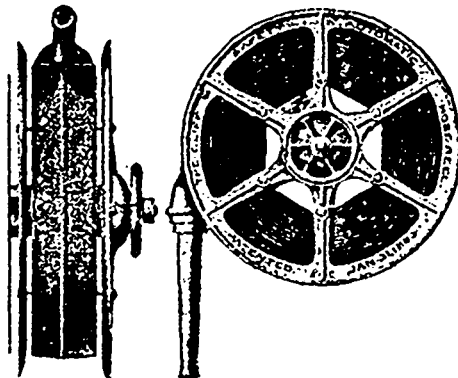
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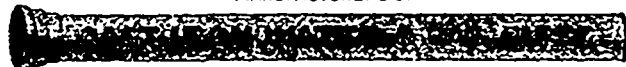


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Table listing various categories of advertisements such as Architects, Cement, Interior Decoration, Roofing Material, etc., with corresponding page numbers.

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