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CANADIAN CONTRACT RECORD

A WEEKLY JOURNAL OF THE CONTRACT RECORD

PUBLIC WORKS • TENDERS •
ADVANCE INFORMATION •
AND MUNICIPAL PROGRESS

EVERY THURSDAY

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.

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Notice to Contractors

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A new and thoroughly revised edition of the *Canadian Contractor's Hand-Book*, consisting of 150 pages of the most carefully selected material, is now ready, and will be sent post-paid to any address in Canada on receipt of price. This book should be in the hands of every architect, builder and contractor who desires to have readily accessible and properly authenticated information on a wide variety of subjects adapted to his daily requirements.
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Sealed Tenders addressed to the undersigned, and endorsed "Tender for New Steel Hopper Barges," will be received at this office until Friday, the 22nd day of May, next, for the construction and delivery of two Steel Hopper Barges in accordance with a plan and a specification to be seen at the office of Mr. W. J. McCordock, Superintendent of Dredging at St. John, N. B.; at the office of Mr. A. P. Lepine, Post Office Building, Quebec; at the Minister's room, Post Office Building, Montreal; at the office of Mr. H. A. Gray, Resident Engineer, Confederation Life Building, Toronto, 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 tenders.
An accepted bank cheque for the sum of \$1,000, payable to the order of the Honourable the Minister of Public Works, must accompany each tender. This cheque will be forfeited if the party declines the contract, or fails to complete the work contracted for, and will be returned in case of non-acceptance of tender.
The Department does not bind itself to accept the lowest or any tender.

By order,
E. F. E. ROY, Secretary.
Department of Public Works,
Ottawa, 14th April, 1896.

NOTICE TO CONTRACTORS

TENDERS FOR STREET LIGHTING

Tenders, addressed to the undersigned, will be received up to 7.30 p. m., JULY 6th, 1896, for lighting the streets of the Town of St. Marys with electricity for a period of ten years.
For particulars apply to the undersigned. The lowest or any tender not necessarily accepted.
L. HARSTONE, Clerk,
Town of St. Marys, Ont.



Sealed Tenders addressed to the undersigned, and endorsed "Tender for Post Office, &c., Arnprior, Ont.," will be received at this office until Thursday, 7th May, 1896, for the several works required in the erection of Post Office, &c., Arnprior.
Plans and specifications can be seen at the Department of Public Works, Ottawa, and at the office of Messrs. Dulmage & Burwash, barristers, Arnprior, Ont., on and after Friday, 24th April, and tenders will not be considered unless made on form supplied and signed with the actual signatures of tenders.
An accepted bank cheque, payable to the order of the Minister of Public Works, equal to five per cent. of amount of tender, must accompany each tender. This cheque will be forfeited if the party decline the contract or fail to complete the work contracted for, and will be returned in case of non-acceptance of tender.
The Department does not bind itself to accept the lowest or any tender.
By order,
E. F. E. ROY, Secretary.
Department of Public Works, }
Ottawa, 10th April, 1896. }



To Contractors

Sealed Tenders addressed to the undersigned and endorsed "Tenders for Works," will be received at this Department until NOON OF SATURDAY, MAY 16th, for the following works:—
Rebuilding of Chemical Laboratory and Reconstruction of Sewage Disposal Works at the Agricultural College, Guelph; Porch to North Building, Asylum for the Insane, London; Addition to East Wing of the Asylum for the Insane, Kingston; Residence for Medical Superintendent, Asylum for the Insane, Brockville; Addition to Gaol, North Bay; and for Caretaker's Lodge on the Grounds of Osgoode Hall, Toronto.

Plans and specifications may be seen at this Department and at the above named institutions.
An accepted bank cheque payable to the undersigned for \$5, on the amount of each tender for each of the above works will be required.
(Signed) **WM. HARTY,** Commissioner.
Department of Public Works, Ont.,
May 1st, 1896.

CONTRACTS OEPN

WICKLOW, ONT.—A new church will be erected here.
SUSSEX, N. B.—A church and dwelling will be erected here.
CARLOW, ONT.—J. McBride will erect a residence this summer.
ST. JOHNS, QUE.—The construction of a system of sewerage is being urged.
IROQUOIS, ONT.—The by-law to provide for electric lighting has been defeated.
WALKERTON, ONT.—The by-law to raise \$10,000 for a new town hall has been defeated.

BELMONT, ONT.—The congregation of Knox church will erect a new manse, to cost \$2,000.
GALL, ONT.—Mr. Mellish, architect, has prepared sketches for a new wing to the General Hospital.

INVERNESS, QUE.—W. H. Lambly, secretary-treasurer, invites tenders for building two steel bridges.
PENETANGUISHENE, ONT.—J. W. Gendron has purchased a site and will erect a dwelling this summer.

GLENBURNIE, ONT.—A new R. C. church will be built here. Archbishop Cleary has subscribed \$2,000.
BRANDON, MAN.—The trustees of the Methodist church have in contemplation the erection of a new brick building.

ST. THOMAS, ONT. The Elgin Loan & Savings Company will erect a new building on Talbot street this summer.
LIMOULOU, QUE.—His Grace Mgr. Begin has selected a site for the proposed church. Work will be commenced this fall.

HALIFAX, N. S.—J. C. Dumaresq, architect, has prepared plans for a \$3,000 residence for Harlan Fulton on Cobourg road.

WEBBWOOD, ONT.—The congregation of the Church of England have under consideration the erection of a new church.

TILBURY CENTRE, ONT.—Mr. Henry, C. E., will submit plans at the next council meeting of the proposed waterworks extension.

BARRIE, ONT.—The ratepayers will vote on a by law on the 18th inst. to provide \$15,000 for street and sidewalk improvements.

GANANOQUE, ONT.—The trustees of Grace church are making an effort to secure the necessary funds for enlarging the building.

PERTH, ONT.—Brick residences are being erected by M. Lapointe, Francis Davies, J. K. Affleck, Joseph Charles and John Charles.

CHATHAM, ONT.—The Hadley Lumber Co. will shortly erect new brick offices.—The plans of Mr. Oldershaw, architect, have been accepted by the School Board for the erection of a new school, to cost

\$20,000, and an addition to McKeough's school, to cost \$6,000.

COLDWATER, ONT.—R. Smith is having plans prepared for a new residence.—J. D. Eplett will build a post-office and a couple of stores.

ORILLIA, ONT.—W. H. Croker, architect, has been instructed to prepare plans for a new fire hall, to be submitted at next Council meeting.

RENFREW, ONT.—St. Andrew's church congregation have under consideration the erection of a manse, to cost between \$3,000 and \$4,000.

PORT HOPE, ONT.—Proposals are invited for the purchase of \$10,000 of debentures issued for the purpose of building a new High School.

MAGOG, QUE.—An extension to the print works is proposed. Messrs. Bryant, Loomis and T. H. Brown were recently in town in this connection.

GUELPH, ONT.—Tenders are invited by G. K. Bruce, architect, until the 7th inst., for the erection of a double dwelling house on Waterloo avenue.

PARKSHORO, N. S.—J. G. Holmes intends building a large residence on Main street, near the rectory.—J. W. Harrison will build a combined store and dwelling.

WHITBY, ONT.—Plans have been prepared for enlarging the Simcoe street Methodist church, at a cost of \$20,000. The work has not yet been decided upon.

WINDSOR, ONT.—The Provincial Board of Health have recommended the construction by the councils of Windsor and Walkerville, of an intake pipe into Lake St. Clair.

ROSSLAND, B. C.—A line of railway will be built to this town and the Trail Creek gold camps this summer. It will cross the Columbia river at the boundary line by a bridge.

PETROLEA, ONT.—The preliminary arrangements for the construction of a system of waterworks are nearing completion and tenders for the work will shortly be invited.

WINNIPEG, MAN.—Plans for the new buildings to be erected by the Industrial Exhibition Association are now in course of preparation, and tenders for the work will probably be invited next week.

CHARLOTTETOWN, P. E. I.—The supplementary estimates provide for a new wing to the asylum, at a cost of \$25,000, and a sufficient sum for the new Prince of Wales College and Normal School.

MONTMORENCY FALLS, QUE.—Plans of six cottages to be erected are on view at the office of the Montmorency Cotton Company. Tenders are invited for the lumber, doors, blinds and sashes, plastering, brickwork, painting and plumbing of same until the 16th inst.

PETERBORO', ONT.—W. Blackwell, architect, has prepared plans and is receiving tenders for the new Y. M. C. A. building. It will be three stories, 60 x 102 feet. At the rear will be a gymnasium, 40 x 42 feet, bowling alleys, baths, training room, assembly room, etc.

ARNPRIOR, ONT.—Tenders are invited until the 22nd inst. for erecting an addition to the public school and alterations in the present building. Plans may be seen on application to George Craig, Arnprior, or James Mather, architect, Ottawa.—Galvin's block, burned recently, will be rebuilt.

OTTAWA, ONT.—The Ottawa Rowing Club have appointed a sub-committee to report on the proposal to build a permanent boat house at Rockliffe.—Plans will be prepared at once for improvements to the City Hall.—Messrs. Davey & Keefer, civil engineers, have commenced the preparation of plans for the main drainage system.

STRATFORD, ONT.—Debentures to the amount of \$30,000 for sewerage purposes

have been disposed of.—Mr. D. G. Baxter, architect, has prepared plans for a Methodist church at Melburn, near London, to seat 350 persons. Estimated cost \$7,000. Rev. R. J. Hosking, pastor.—W. T. Maxwell, grocer, intends erecting a brick residence, to cost \$3,000, on the old Chawen property.

COLLINGWOOD, ONT.—In view of the fact that the Dominion government has made no provision for the dredging of Collingwood harbor this season, the municipality has taken upon itself the duty of removing some of the worst bars, at its own expense, and have voted \$1,500 for that purpose, and will likely supplement this sum with others as the work progresses if found necessary.—The sidewalks to be constructed this year will be built of brick and granolithic.

KINGSTON, ONT.—Tenders are invited by Arthur Ellis, architect, until the 9th inst., for the erection of a Presbyterian church at Westport.—A petition is being circulated requesting the City Council to extend the water works system along Montreal street to the outer depot. It is estimated that the main pipe will cost \$7,200.—The Kingston Yacht Club will in all probability erect a new club house.—Arthur Ellis, architect, is preparing plans for a residence for D. J. Hogan, Napanee.

ST. JOHN, N. B.—Messrs. Davis & Miles propose building a rubber factory in Carlton, to cost \$50,000.—The Board of Safety have recommended that tenders be invited for the supply of 1,500 feet of fire hose.—Lilley, Sons & Aldous are erecting a factory, two stories, 25x75 ft.—A committee of the Common Council held a meeting last week to consider harbor improvements. Several schemes were discussed involving an expenditure of upwards of \$150,000, but no action in the matter was taken.

LONDON, ONT.—The water commissioners are considering a proposal from Joseph Howell, of Hamilton, to build an incline railway and a steel tower for an observatory in the water works park at Springbank. The scheme involves an outlay of \$30,000 or \$40,000.—The old buildings at the Exhibition grounds are being torn down preparatory to erecting improved and enlarged structures. Tenders are invited until the 8th inst., at 5 p. m., for the following works: double horse barn; single horse barn; cattle, sheep and swine bunding; carriage building; addition to poultry building; metallic shingles for above buildings; interiors, stalls, pens, feed boxes, etc., for above buildings; brickwork for boiler, engine and stack. Address, Thos. A. Browne.—The City Council has decided to issue debentures for \$37,250 for the erection of new schools.

HAMILTON, ONT.—Building permits have been granted as follows: William & Walter Stewart, three-storey brick hotel on Market street, for Charles Hardy, cost \$4,400; W. E. Jones, two storey brick dwelling on King William st., cost \$850.

William & Walter Stewart, architects, are receiving tenders for the erection of a brick and stone residence in this city.—The city council has given notice of its intention to construct the following sewers: York street, from Sophia street to Dundurn street, cost \$1,125; Alanson street, from Erie avenue westerly about 95 feet, cost \$130. Catharine street, from Wood steet to Ferrie street, cost \$2,100; Hess street, from Robinson street to Hannah street, cost \$377; McAuley street, from Ferguson avenue to Wellington street, cost \$650.—At a recent meeting of the Barton Township Council a by-law was passed for the alteration and formation of certain school sections south of the mountain, which will necessitate the building of at least three new school buildings.—The Excelsior Egg Preserving Company of Chicago has decided to erect

a \$40,000 building on Catharine street, near Young street. It will be brick, three storeys in height, with basement.—James Scott, of King street, has purchased the business block, corner King and James streets, belonging to the Hutchison, Clark Estate. He will put in plate glass windows and otherwise improve the property.—The Sewers Committee have decided to submit a by-law for \$85,000 to cover the cost of extensions to the Ferguson avenue and East End sewers, \$35,000 for the East End sewer and \$50,000 for the former. It was also decided to proceed with the construction of the Robinson street sewer to James street, at a cost of \$7,000.

MONTREAL, QUE.—J. H. Macduff, architect, is preparing plans for a three story building, stone front, on Notre Dame street, Ste. Cunegonde, for Maurice Gubias. Tenders will be received in a few days.—Theo. Daoust, architect, is preparing plans for a college for the Commissioner of Pointe Claire, one residence on St. Hubert street, and two houses on Dorchester street for Mr. O. Deslauriers.—Building permits have been granted as follows: One house, 36x55 ft. on Richmond st., stone and brick, for C. Henry, cost \$3,000; one house on Champlain st., for Jos. Lesperance, solid front, brick; one house, stone front, 48x38 ft., on Chatham street, for L. R. McGregor, architect, Jos. Sawyer. Contracts have been let as follows: Masonry, Fs. Vermette; carpenter and joiner's work, A. Boire.—It is said to be the intention of the Grand Trunk Railway Company to lay new rails on its line, weighing eighty pounds to the yard. The change will be made in sections.—Sir Donald Smith has announced his intention of erecting and equipping a college for women in connection with McGill University.

TORONTO, ONT.—Tenders for all trades, except brick work, for two houses on Bedford road are invited until the 9th inst. Plans may be seen at 226 Davenport road.—Tenders are wanted for a frame house, with brick front. Plans on view at 43 St. Albans Avenue, Wells Hill.—The City Engineer has recommended the construction of the following pavements: Yonge street, asphalt, from Bloor street to Davenport road, cost \$11,000; Carleton street, concrete 6-foot sidewalk, south side, from Yonge st. to Church, cost \$1,140; Yorkville ave., brick pavement, with stone kerb, cost \$13,900; Henry street, 21-foot brick pavement, on concrete foundation, from Colledge to Baldwin, cost \$6,700; railway pavements on Dundas street, from Bloor street to city limits, cost \$12,000; Dovercourt road, from Bloor to Union street, cost \$13,000. The construction of a water main on Lake street, at a cost of \$1,200, is also recommended.—Mr. W. T. Jennings, C. E., of this city, has prepared plans and other preliminaries for a railway and traffic bridge across the Saskatchewan river at Edmonton, N. W. T. The scheme of which it is a part is a local enterprise, and includes the construction of a railway from the present terminus to the town, a distance of five miles, with several branches. The plans will be required to pass government inspection. The details are being arranged, and in all probability work will be commenced this fall.—Wm. Harty, Commissioner of the Department of Public Works, invites tenders until Saturday, the 16th inst., for the following works: Rebuilding of chemical laboratory and reconstruction of sewage disposal works at the Agricultural College, Guelph; porch to north building, asylum for the insane, London; addition to east wing of the asylum for the insane, Kingston; residence for medical superintendent, asylum for the insane, Brockville; addition to gaol, North Bay; and for caretaker's lodge on the grounds of Osgoode Hall, Toronto. Plans may be seen at the

above named institutions, and at the Department of Public Works.—Plans are being prepared for remodelling the building at the north-west corner of Yonge and King streets, occupied by W. & D. Dineen.—The Separate School Board have resolved to erect a new brick school on Sackville street, to cost \$2,400, and a two-roomed brick school on Bathurst street, to cost \$2,000.—The recommendation of the City Engineer for a brick pavement on Yorkville Ave., to cost \$13,000, has been referred back.—The City Engineer has been instructed to advertise for tenders for laying the six-foot steel pipe across the bay.—Building permits have been granted as follows: Charles Miller, representing Salena Ore Works Co., 2 storey bk. factory, n. side Royce ave., nr. C. P. R. tracks, cost \$5,000; Mrs. Sarah Barton, pr. att. 2 storey and attic bk. dwellings, 917 Bathurst st., cost \$4,000; A. Harvey, North Drive, opposite Rose-dale rd., cost \$3,200.—The Lawlor Estate has instructed Mr. F. H. Herbert, architect, to prepare the plans for remodelling the north-west corner of King and Yonge streets. The property has a frontage of 90 feet on Yonge street and 60 feet on King street. It will be divided up into stores and offices. It is expected work will commence about June 15th.—Mr. A. Nelson will build four houses on the south-west corner of Spadina road and Lowther avenue. Mr. F. H. Herbert, architect, is preparing the plans, tenders for which will be called for shortly in the RECORD.

FIRES.

The Auburn saw and planing mills at Auburn, Ont., owned by James Young, were consumed by fire last week. Loss, \$3,000.—The saw mill of Mr. Chambers, situated near Scotland, Ont., owned by M. Richardson & Co., was burned on the 29th ult. Loss, \$8,000; covered by insurance.—Thomas Buller's planing mill at Ridgetown, Ont., was recently damaged by fire to the extent of \$1,000.—A. Campbell & Co.'s planing mill at Ottawa, Ont., has been consumed by fire. Loss, \$2,000; no insurance.—At St. Marys, Ont., on the 30th ult., fire destroyed John Bartlett's two-storey stone store and dwelling and the National hotel and stables, owned by William Dennee.—Two brick houses on Lawton avenue, Toronto, owned by William Knowles, were burned on Saturday morning last. Loss, \$4,000.—The implement warehouse of Robert Maw, at Howick, Que., has been burned.—The residence and outbuildings of George O'Brien at Maccon, N. S., were consumed by fire on the 28th of April.

CONTRACTS AWARDED.

WINNIPEG, MAN.—The contract has been let for the excavation for the new Pantheon theatre building.

WINDSOR, ONT.—The Gutta Percha & Rubber Co., of Toronto, have been given the contract for 800 feet of rubber hose.

WATERLOO, ONT.—John B. Snider, of this town, has been awarded the contract to seat the new church at Strasburg, Ont.

WEBBWOOD, ONT.—H. F. McGuire has secured the contract for the new public school building, which is to cost about \$4,000.

ROSSLAND, B. C.—The contract for the erection of the new Bank of Montreal building has been let to Sol. Cameron. Price \$2,600.

STRATFORD, ONT.—\$30,000 of 4 per cent., half yearly debentures, payable in 30 years, have been sold to A. Jarvis & Co., Toronto, for \$31,057.65.

KINGSTON, ONT.—Contracts for water-works supplies have been awarded as follows: Iron pipe, St. Lawrence Foundry

Co., Toronto, at \$29.50 per ton, delivered, and special castings 2½ cts. per lb.; pig lead, Dalton & Strange, \$3.15 per 100 lbs.; lead pipe, McKelvey & Birch, \$4.25 per 100 lbs.

SYDNEY, C. B.—The County of Cape Breton has disposed of \$25,000 of 4 per cent. debentures to R. Wilson Smith, of Montreal. The price was over 106.

TORONTO, ONT.—The Harbor Commissioners have awarded the contract for repairing the breakwater to Medler & Arnott, and that for the dredging to Coghill & Co.—The Public School Board have accepted tenders as follows: four fire extinguishers, William Parkinsor; blinds and rollers, the T. Eaton Co.; garden hose and couplings, Rice Lewis & Son.—A company of railway men from this city, among whom are Messrs. H. D. Ellis, H. W. D. Armstrong and G. H. Haming, have gone to Portage la Prairie to commence work on the construction of the new railway known as the Dauphin Road, which is to extend from Portage or Gladstone to Lake Winnipegosis, a distance of 250 miles. The road is being constructed by the Manitoba government.

OTTAWA, ONT.—H. McColl has secured the contract for the electric and gas combination fixtures in the new Hotel Gilmour on Bank street.—Tenders were received as follows for excavations necessary for laying new pipes: Thos. McLaughlin, for work west of the canal, \$2,602.50; C. McDougal, \$2,885 (accepted); T. McGuire, \$2,992.50. For the work on the east of the canal, T. McLaughlin, \$1,220.60; E. C. Arnoldi, \$1,314.70. The work east of the canal will be done by day labor.—Tenders for a Telford-syenite pavement on Sussex street were submitted as follows: Canadian Granite Co., \$6,434 with concrete, and \$10,944 without; Mr. Burns, \$9,109.50 and \$11,605.50. The offer of A. Jarvis & Co. for a loan of \$40,000 for 20 years has been accepted.

MONTREAL, QUE.—The Road Committee have accepted tenders for drains as follows: East, Centre and West wards, Lenadre Massie, 6 in. \$2.80, 9 in. \$2.90, 12 in. \$2.95; St. Ann's ward, E. Riopel, 6 in. \$1.70, 9 in. \$1.92, 12 in. \$1.92; St. Antoine ward, E. Riopel, 6 in. \$2, 9 in. \$2.22, 12 in. \$2.22; St. Lawrence ward, G. Henault, 6 in. \$1.97; 9 in. \$2.05, 12 in. \$2.20; St. Louis ward, F. McKeown, 6 in. \$1.89, 9 in. \$2.19, 12 in. \$2.22; St. James ward, J. F. Houle, 6 in. \$1.90, 9 in. \$2.05, 12 in. \$2.05; St. Mary's ward, Jos. Menard, 6 in. \$2.08, 9 in. \$2.22, 12 in. \$2.30; Hochelaga ward, Jos. Menard, 6 in. \$1.75, 9 in. \$2, 12 in. \$2.10; St. Jean Baptiste ward (east of St. Denis street) J. Houle, 6 in. \$1.65, 9 in. \$1.85, 12 in. \$1.90; St. Jean Baptiste ward (west of St. Denis street) F. McKeown, 6 in. \$3.62, 9 in. \$3.89, 12 in. \$3.89; St. Gabriel ward, J. Menard, 6 in. \$1.38, 9 in. \$1.60; 12 in. \$1.95; St. Denis ward, F. McKeown, 6

in. \$2.12, 9 in. \$2.19, 12 in. \$2.21. Thos. Daoust, architect, has awarded the following contracts: One four storey first-class residence on Sherbrooke street, for P. Deslauriers—masonry, Latreille Bros.; carpenter and joiner's work and painting and glazing not let; roofing, plumbing and heating, Lessard & Harris; brick, Jos. Carriere; plastering, S. Gamelin; iron work, Frs. Hurtubise. Reparatons and decorations of a store on Ste. Catharine street, for Mr. J. L. Duhamet. Carpenter and joiner's work, Pauzé & Son; plumbing and heating, Jos. Roussin; plastering, Lauze & Son; mitors, Boivin & Wilson; painting and decorations, Napoleon St. Charles.

BUSINESS NOTES.

Smith, Dean & Co., civil and mining engineers, have established a business at Rossland, B. C.

A. Nelson, carpenter, and Henderson Bros., of Moscow, Idaho, have entered into the building business at Rossland, B. C., under the style of Henderson & Nelson.

LABOR ON PUBLIC WORKS.


The Ontario government, at its recent session, passed the following Act in respect to the payment of wages for labor performed on public works:

1. In case a contractor for the construction of a public work let under contract with Her Majesty, or a member of the Executive Council of Ontario, acting for and on behalf of Her Majesty, or any sub-contractor in the construction of any such public work, makes default in the payment of the wages of any foreman, workman or laborer employed on the work, or in payment of any sum due by the contractor or sub-contractor for labor done by such foreman, workman or laborer, or by any team employed on the work, if the claim for such wages or sum be filed in the office of the member of the Executive Council entering into the contract for and on behalf of Her Majesty not later than two months after the same becomes due, and satisfactory proof thereof is furnished to him, he may cause such claim to be paid to the extent of any moneys or securities at the time of the filing of the said claim in the hands of the Crown for securing the performance of the contract.

2. The said member of the Executive Council may, in writing, require every or any contractor or sub-contractor for the construction of any public work, to file in the office of the said member of the Executive Council of Ontario, not later than the fifteenth day of each month, a list showing the names, rate of wages, amounts paid and amounts due and unpaid for wages or labor done by any foreman, workman, laborer or team employed by the contractor or sub-contractor during the previous month, and such list shall be attested upon oath or statutory declaration of the contractor or sub-contractor or his authorized agent.

3. Every contractor or sub-contractor aforesaid, who, having received such demand, makes default in forwarding such list in accord

(Concluded on Page 4)

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ance with the provisions of the next preceding section, shall incur a penalty not exceeding one hundred dollars and not less than ten dollars for every day during which default continues, and the amount of such penalty within the above limits, shall be determined by the Minister under whom the work is being executed, and may be deducted out of the moneys in the hands of the Crown deposited by or owing to such contractor, and shall be vested in Her Majesty.

4. When default is made by a sub-contractor in furnishing such list, the penalty for such default, hereinafter provided, must be recovered with costs, at the suit of the Crown in any court of competent jurisdiction.

5. Where any subsidy, advance, loan or bonus of money is authorized by the Legislature to be granted to any company or person towards the construction of any railway or other work, it shall, in the absence of special provision by the Legislature to the contrary, be deemed a condition of the grant that so much of the money may be retained as the Lieutenant-Governor-in-Council may think proper to secure the payment of claims for wages of persons employed on such railway or other work whether by such company or by any contractor or sub-contractor, or for sums due or to become due for labor of persons or teams so employed, and in the event of any such claim for such wages or for any such sum remaining unpaid for thirty days after notice thereof has been served upon such member of the Executive Council as may be charged with the duty of seeing that the conditions upon which such aid is granted and the provisions of the Act of the Legislature respecting the same are duly carried out, the Lieutenant-Governor-in-Council may, on being satisfied that such claim is due and unpaid, direct that it be paid, together with all proper costs and charges in connection therewith out of any moneys so retained.

6. Every company hereafter incorporated under any general or special Act of the Legislature shall, upon such incorporation, become and be liable for the payment of the wages of all foremen, workmen, laborer or teams employed in the construction of any work in the province done by or for the company, whether directly under the company or through the intervention of any contractor or sub-contractor, provided that nothing herein contained shall be construed in any way to prejudice or affect the right of any such workman against any such contractor or sub-contractor under any other Act or law in force in the province.

7. In case default is made by any contractor or sub-contractor in payment of the wages of any such foreman, workman or laborer, a notice stating the name of the claimant and the amount of wages claimed, shall be served upon the company by or on behalf of the claimant not later than two months after such wages are payable, and in default of such notice, the liability imposed by section 5 of this Act shall cease. The said notice and any summons, notice, order or other process required to be served upon the company in the prosecution of such action under section 6 of this Act may be served upon the president, vice-president, secretary, managing director, superintendent or engineer, or any recognized officer representing

the company or by leaving the same with any adult person at the office or domicile of any of them.

8. This Act shall apply to contracts heretofore entered into, and to subsidies or bonuses heretofore authorized by the Legislature, as well as to contracts hereafter entered into and subsidies and bonuses hereafter authorized, but without prejudice to the claims of other persons who may, before the passing of this Act, have acquired liens on the contract money or on the subsidies or bonuses aforesaid.

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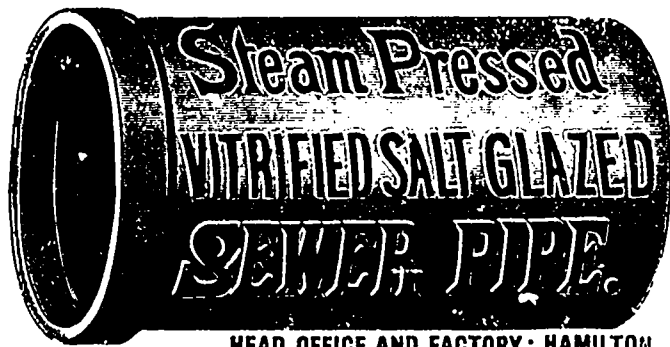
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MUNICIPAL DEPARTMENT

BRICK PAVING FOR COUNTRY ROADS.

Capt. W. S. Williams, at the seventeenth annual convention of the Ohio Tile, Brick and Drainage Association, read a paper strongly advocating brick paving for country highways, says the Clay Record. After giving his experience with a stone road extending from Fremont, Ohio, to Fort Crogan on the Sandusky river, he described the brick roads of the Netherlands, and finds the stone road far inferior to those famous highways. The stone road named has better gradients for its length, perhaps, than any in this or any other country. The road-bed proper was thrown up about three feet in height. A very thick coating of broken stone was then placed upon the road, excepting that part between Fremont and Bellevue, which was constructed mostly of gravel. Numerous toll gates were established as a means of revenue for repairs of the road. Having charge of this road for a number of years as state engineer, Mr. Williams asserts that it did not wear well; that it would cut into numerous ruts, when wet; and that, in dry weather, the wheels would pulverize the stone, which would be blown away in the form of dust. The rough broken stone was objectionable, until worn smooth; moreover, the road was a very expensive one to keep in order, the revenues scarcely sufficing for the purpose.

The brick paving of the highways of the Netherlands was done so long ago that there are very few of the present generation who know when it was done. The material used was brick, but not as good as our best quality of shale. The repairs are very small: one man will keep several miles of this pavement in good order. It is apparent from experiments with different kinds of paved roadways that brick is the smoothest, most lasting, the cheapest, and the best.

In any part of the country the alluvial formation of mixed gravel, sand, and sandy loam is sufficient for a foundation. Sometimes it may be necessary to add more sand or gravel, if convenient. Cinders, or anything which water can pass through readily, will do just as well as broken stone—anything that will drain and not hold water, such as clay or its equivalents.

It has never been found essential to put broken stone under cobble-stone pavement, and a brick has certainly more square inches of bearing surface on the foundation than the average cobble-stone. Neither is it necessary to fill the interstices between the brick with coal tar, as it is plainly evident that brick will shed water more rapidly than cobble-stone, and coal tar is never used in a cobble pave-

ment. The brick with a plain sand filler, or its equivalent, will soon form a cement around and under the brick that will be impervious to water, and will become tough and hard.

The road bed should be thrown up with sufficient crown to shed water nicely, and then rolled with a heavy roller—the heavier, the better. The ramming and pounding should be done on the foundation, and not on top of the brick.

A dirt or summer road adjacent to the paved way should always be maintained. The paving brick should contain a large percentage of iron well distributed throughout the mass, and where this condition exists, the brick will be found to be a homogeneous fused mass of great strength. A light colored brick shows the absence of iron. It is not necessary to have them repressed. As the repressing produces two different structures in the same brick, there will not be the same cohesive strength from centre to exterior. The plain, ordinary standard-sized brick is the best.

HALIFAX PUBLIC WORKS.

The following particulars of public works construction in Halifax are taken from the annual report of the City Engineer for 1894-95:

SEWERS.

The total length of new sewers constructed was 17,509 feet, or 3.31 miles. The average cost was \$3.53 per lineal foot. The most expensive work was on Proctor's Lane and Brunswick street. The extra cost was caused by the character of the rock and depth of excavation. The cheapest work was on George street, from Water street to Hollis street. The sewer assessment amounts to 57 per cent. of the cost of work performed. The outfall at Marine and Fisheries Wharf was extended on a plan similar to that adopted at Prince street and DeWolf's Wharf. An automatic flush tank was placed at the end of the sewer in the north block of Hollis street, and similar flush tanks should be constructed at the upper end of all dead ends on flat grades. The effect of the improvement at the Esplanade is more noticeable, and few, if any, complaints have been made respecting it.

Complete plans and records have been made of all sewers constructed under the Act to date. They show the location of sewers, drains, manholes, etc., with size, depth, grade, length and all other information required.

PERMANENT PAVEMENT.

The work performed includes 1,213.5 square yards of concrete sidewalk, 2,268.3 square yards of asphalt sidewalk, 4,906 ft. 10 inches of straight curb and 505 ft. 7 in. of circular curb set or reset, and 5,538 ft. 6 in. of straight gutter and 534 ft. 3 in. of circular gutter laid or relaid.

The cost of concrete sidewalks averaged \$1.83 per square yard, a saving of ten cents per yard compared with last year. The cheapest work was done for \$1.69 per yard and the highest \$1.94, one cent above last year's average cost. An improvement was made in the corners by

grooving the surface to give a foothold.

An asphalt sidewalk was laid on the north side of Spring Garden road. It was laid under difficulties. The season was late and the weather bad. We were obliged to pay a big price for asphalt and purchase tools and plant. Notwithstanding the disadvantages the cost was only 70 cents per square yard. The work was not as satisfactory as we would desire, but the experience will be valuable in future work.

Concrete is the most suitable permanent material for sidewalks on level streets. In the construction of flag stone sidewalks, each flag should be large enough to cover the full width of the sidewalk in order to make permanent and satisfactory work that will resist the action of frost, etc. This brings the cost up above that of concrete. Brick, if laid so that it will stand frost, costs as much as concrete and is not so popular among pedestrians. In winter the porous bricks absorb so much water that they are icy and slippery in freezing weather—quite as much so as concrete, although not so noticeable in consequence of the greater number of joints. They are also wet and disagreeable during thaws, and do not dry as rapidly as concrete. They wear unevenly, forming hollows or basins that hold water difficult to avoid on dark wet nights.

Asphalt, however, seems to be most satisfactory for hills and less important streets. While it is not permanent the cost will be not much more than one-third the cost of concrete. It must therefore be more generally used, as our means are limited.

In many cities this work is done under a "Local Improvement Act." The proprietors representing a majority in value petition the Council to lay a certain specified pavement on a certain street; the city, after determining the life of the pavement, use it as a basis to determine the time in which a loan necessary for the work will mature and assess the proprietors such per centage per annum as will cover principal and interest. No pavement is allowed unless approved of by the City Engineer, and in the case of street pavement, when a choice has been made for a portion of the street and proves successful, no other kind is allowed on the continuation of the street when the balance of the proprietors petition for it.

Mr. Wm. Russell, C. E., of Port Arthur, Ont., is dead.

Mr. W. J. Valleau, secretary of the Chatham City Waterworks Company, has resigned his position, and will devote his time to waterworks construction business, with a company of which he is a member.

Vancouver, B. C., has 22 miles of sewers and 60 flush tanks. In 1895 \$63,898.09 was spent in improvements. There are 68 miles of sidewalk, 13 miles of surface drains, two miles of base drains, 15 miles of graded lanes, 75 miles of graded streets, 11 miles of gravelled streets, 20 miles of macadamized streets, and 2 miles of bituminous rock paved streets.

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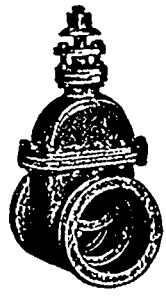
Architects, Ontario Directory... 111 Quebec Directory... ii
Contractors' Plant and Machinery, Rice Lewis & Son... IV
Cements, Bremner, Alex... IV Currie & Co, W & F. P. xii Maguire Bros... i Owen Sound Portland Cement Co... viii
Granite, Brunet, Jos... 111
Heating, Gurney Foundry Co... x King & Son, Warden... iv McClary Mfg. Co... xi Ormsby & Co., A. B... I Toronto Radiator Mfg Co... iii
Interior Decoration, Castle & Son... viii Elliott, W H... vi
Lime, Currie & Co, W & F. P... xii Ontario Lime Association... 111
Legal, Denton & Dods... viii
Machinery, Pettie, H. W... ix
Paints and Varnishes, Cabot Samuel... IV Maguire Bros... i Muirhead, Andrew... i
Ornamental Plasterers, Hynes, W J... viii
Painters, Gilmor & Casey... 111 Montreal Directory... ix
Plasterers, Hynes, W J... viii
Paints & Varnishes, Cottingham, Walter H... vi Muirhead, Andrew... i
Plate Glass, The Consolidated Plate Glass Co... ii
Parquet Floors, Elliott, W H... vi
Prismatic Glass, Prismatic Glass Co... ix
Plumbers, Montreal Directory... ix
Roofing Materials, Ormsby & Co., A. B... I Metallic Roofing Co... xii Estate of John Battle... xii
Reflectors, Frink, I. P... ii
Roofers, Ormsby & Co., A. B... I Douglas Bros... ix Dalnie & Sons, G... ix Hutson, W. D... ix Rennie & Son, R... ix Montreal Directory... ix Stewart, W. T... ix Williams & Co., H... ix
Sanitary Appliances, Dakin & Co., F. B... viii Toronto Steel Clad Bath & Metal Co... vii
Shingle Slaters, Cabot, Samuel... IV
Stained and Decorative Glass, Castle & Son... v Dominion Glass Co... v Horwood & Sons, H... v McKenzie's Stained Glass Works... v Longhurst, H... v Lyon, N. T... v
Shingles and Siding, Metallic Roofing Co... xi Ormsby & Co., A. B... I Pedlar Metal Roofing Co... viii
Sole Pipe, Toronto Foundry Co... viii
Wall Plaster, Alabastine Co., The... IV Albert Mfg. Co... x
Window Blinds, Seaman, Kent & Co... IV Semmens & Eves... xii

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Prices of Building Materials.

CONDITION OF THE MARKET.

TORONTO: The volume of trade in builders' supplies on city account is small, but in the country a better demand is noticeable. The improvement noted in plumbers' supplies has been maintained. Inquiries for galvanized iron are coming in freely for quantities from stock, while the demand has also increased for iron and lead pipe. Glass is also firm, but the volume of business is still light.

MONTREAL: There has been little development in the building trades during the past week, and few sales of supplies have been made. A fairly active business is reported in cement, but the demand is chiefly for small lots, both from western and local buyers. Firebricks continue to receive some enquiry at \$17 to \$21. There is little doing in lead pipe, pig lead and galvanized iron.

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CAR OR CARGO LOTS.

Table with columns for Toronto and Montreal prices for various lumber types like 1 1/2 x 2 clear ticks, 1 x 10 and 12 mill run, etc.

YARD QUOTATIONS.

Table with columns for Toronto and Montreal prices for mill cull boards, shipping cull boards, hemlock scantling, etc.

B. M.

Table with columns for Toronto and Montreal prices for 1 1/2 in. flooring, red oak, white, basswood, cherry, etc.

BRICK—M

Table with columns for Toronto and Montreal prices for common walling, good facing, sewer, pressed brick, etc.

Toronto. Montreal.

Table with columns for Toronto and Montreal prices for Sewer, Hard Building, Roof Tiles, Hip Tile, Ridge Tile, etc.

SAND.

Table with columns for Toronto and Montreal prices for Per Load of 1 1/2 Cubic Yards.

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Table with columns for Toronto and Montreal prices for Common Rubble, Large flat Rubble, Foundation Blocks, etc.

OHIO PRESTONE, FROM THE GRAFTON STONE CO.'S QUARRIES.

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SLATE.

Table with columns for Toronto and Montreal prices for Roofing, Terra Cotta Tile, Ornamental Black Slate Roofing, etc.

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Table with columns for Toronto and Montreal prices for White lead, Red lead, Yellow ochre, Green chrome, etc.

CEMENT, LIME, etc.

Table with columns for Toronto and Montreal prices for Portland Cements, German, London, Newcastle, etc.

Toronto. Montreal.

Table with columns for Toronto and Montreal prices for Portland Cements, Hydraulic Cements, Keene's Coarse Whites, etc.

IRONWARE.

Table with columns for Toronto and Montreal prices for Cut nails, 50d & 60d, per keg.

CUT NAILS, FRNCE AND CUT SPIKES.

Table with columns for Toronto and Montreal prices for 40d. hot cut, per 100 lbs., 20d. and 12d. hot cut, per 100 lbs., etc.

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Table with columns for Toronto and Montreal prices for 3d., per 100 lbs., 2d., per 100 lbs., etc.

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Table with columns for Toronto and Montreal prices for 12d to 30d, per 100 lbs., 10d., 8d and 9d., etc.

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Table with columns for Toronto and Montreal prices for 3 inch, per 100 lbs., 2 1/2 to 2 3/4 inch, etc.

SLATING NAILS.

Table with columns for Toronto and Montreal prices for 5d., per 100 lbs., 4d., 3d., 2d., etc.

COMMON BARRREL NAILS.

Table with columns for Toronto and Montreal prices for 1 inch, per 100 lbs., 3/4 inch, etc.

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Table with columns for Toronto and Montreal prices for 3 inch, per 100 lbs., 2 1/2 and 2 3/4 inch, etc.

SHARP AND FLAT PRESSED NAILS.

Table with columns for Toronto and Montreal prices for 3 inch, per 100 lbs., 2 1/2 and 2 3/4 inch, etc.

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