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CANADIAN CONTRACT RECORD

A WEEKLY JOURNAL OF 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.

VOL. 8.

FEBRUARY 18, 1897

No. 3.

THE CANADIAN CONTRACT RECORD, PUBLISHED EVERY THURSDAY

As an Intermediate Edition of the "Canadian Architect and Builder."

Subscription price of "Canadian Architect and Builder" (including "Canadian Contract Record"), \$2 per annum, payable in advance.

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TENDERS FOR BRICK AND TILE SEWERS

Tenders will be received at the undersigned office up to 5 o'clock on

Thursday, the 25th February,
for the construction of 2,180 feet of 18 inch Tile Sewer on the Wharmcliffe Highway, and for 3,932 feet of Brick Sewer on Kings, Ridout and other streets.
The lowest or any tender not necessarily accepted.

A. O. GRAYDON, City Engineer, London.
ALDERMAN E. PARNELL,
Chairman Board of Works.

GRANOLITHIC WALKS

The Town of Cornwall contemplate building, during the coming summer, Granolithic Sidewalks of four (4) feet and upwards in width, and will be pleased to receive suggestions and figures as to style of construction (specifications) and cost of same from parties in that line of business.

Cheap and durable walks are what are wanted.

GEO. S. JARVIS,
Town Clerk.

Town Hall, Cornwall, 11th February, 1897.

TO CONTRACTORS

Sealed Tenders, addressed to the undersigned, will be received until NOON ON MARCH 6th, 1897, for improving No. 2 Government Drain, in the Township of Delaware. Plans and specifications may be seen at the Clerk's office, Delaware, or at the office of Bell & McCubbin, Engineers St. Thomas. Tenders must be on the blank forms which will be supplied on application. A deposit of fifty dollars must accompany each tender as a guarantee of good faith. The lowest or any tender not necessarily accepted.

W. C. HARRIS,
Municipal Clerk,
Delaware, Ont.

CONTRACTS OPEN.

TRALEE, ONT.—R. Hoskins intends building a new brick house.

HERBERTVILLE, QUE.—It is proposed to construct a waterworks system.

HUNTINGDON, QUE.—A movement is on foot to light the town by electricity.

SHERBROOKE, QUE.—It is proposed to lay flagstone sidewalks, at a cost of \$8,000.

MELROSE, ONT.—Mr. F. Smith is preparing to build a new house in the spring.

GRANBY, QUE.—The Granby rubber factory is to be enlarged the coming season.

HARROW, ONT.—P. O'Connor is preparing to erect a two-story brick veneer residence.

SHERWOOD, ONT.—George Brown will shortly commence the erection of a brick residence.

COATICOOK, QUE.—F. S. Lovell has purchased property on which to erect a residence.

WELLANDPORT, ONT. — Hamilton Delts intends erecting a new residence in the spring.

WELLAND, ONT.—A by-law has been passed to raise \$10,000 by the issue of debentures.

ROBERVAL, QUE.—Steps are likely to be taken at an early date to provide a waterworks system.

PEMBROKE, ONT.—It is the intention of the C. P. R. company to erect a new depot in the spring.

HOWICK, ONT.—The erection of a new manse will be proceeded with at once. The cost will be \$3,000.

GAINSBORO, ONT.—The Centenary church is to be overhauled in the spring, at a considerable expense.

THORNHILL, ONT.—It is probable that Mr. F. J. D. Smith will erect a new dwelling opposite the post office.

ST. THOMAS, ONT.—The Central Methodist church is to be replaced by a new structure, to cost \$12,000.

BELLEVILLE, ONT.—A proposal has been made to the County Council to build a bridge across the Moira river.

SOUTHAMPTON, ONT.—The by-law has been passed to raise \$11,000 for the purchase of an electric light plant.

NEW WESTMINSTER, B. C.—The School Board desires an appropriation of

\$6,000 for the purpose of building a new wing to the central school.

FORT WILLIAM, ONT.—Steps will be taken at once to select a site for the proposed post-office and custom house.

PERTH, ONT.—Mr. Charlebois, of Quebec, has signed an agreement to construct a system of waterworks for this town.

LONDON, ONT.—Geo. H. Belton, lumber merchant, has purchased property at Port Stanley and will erect two summer cottages.

CHESLEY, ONT.—The plans of H. J. Powell, architect, of Stratford, have been accepted for a ten-room school to be built here.

OWEN SOUND, ONT.—The voting on the by-law to grant a bonus of \$40,000 to the C. R. R. for improvements here takes place to-morrow.

METCALFE, ONT.—A by-law will be submitted to the ratepayers of Osgoode township to raise \$8,000 to build a new High School here.

BURLINGTON, ONT.—Knox Presbyterian church has decided to erect a large school-room. Mr. Wiggins, secretary, can give particulars.

WOODLANDS, MAN.—Preparations are being made for the erection of a new English church here. Work will be commenced in the spring.

ARNPRIOR, ONT.—The Board of Education have not yet come to a satisfactory conclusion regarding the new public school, all the plans prepared so far being considered too expensive.

LAKE BOUCHETTE, QUE.—Mr. D. J. Albert states that a company is being formed in Quebec to construct a pulp factory on the Onatchonan river.

NEWTON, ONT.—Messrs. King & Toppard, of Wellesley, who recently purchased the McCloy estate on Main st. east, intend erecting two private residences.

AYLMER, QUE.—The Victoria Hotel Company are seeking incorporation, to build hotels, etc. Among the applicants are W. J. Conroy, Hull, Alexander Fraser, Ottawa, and others.

CHATHAM, ONT.—Chatham lodge I.O. O.F. have decided to erect a \$15,000 block.—The Market Committee have recommended to Council that a new market building be erected, at a cost of \$10,000.

VICTORIA, B. C.—The Sunday School building of the First Presbyterian church is to be considerably enlarged. The congregation hope also to shortly commence the erection of a new building at the corner of Blanchard and Pandora streets.

TRAIL, B. C.—Mr. Heinzes and his associates will build bridges across the Columbus river at Trail and Robson. They are to be capable of accommodating railway tracks, together with a roadway for vehicles and pedestrians. It is specified that the height of the arches must

not be less than 20 feet, and that the distance between piers to permit the passage of rafts must be at least as wide as that part of the river across which the bridges are constructed.

CROTON, ONT.—Separate or bulk tenders are asked by John McCutcheon, Chairman of Building Committee, until March 2nd, for the erection of a Methodist church here, according to plans to be seen by applying to Rev. J. Kennedy, Florence, Ont.

ST. JOHN, N. B.—Plans are being prepared for a new presbytery to be built in Carleton, St. John, for occupation by Father Donovan. Probable cost about \$4,000. Work to commence in the spring. —Bonds will be issued to the amount of \$124,000.

FREDERICTON, N. B.—Donald Fraser & Sons will make extensive alterations to their mill this spring.—It is understood that Messrs. John T. Clark & Son will proceed to erect a large and commodious business block on their property, corner York and King streets.

QUEBEC, QUE.—The Union Bank building, corner Peter street and Mountain Hill, is to be remodelled, at a considerable expense. An elevator will be put in. H. Staveley, architect, is preparing plans for the reparations and alterations.

VANCOUVER, B. C.—It has been decided to build a new ward to the city hospital, and the City Engineer has been instructed to prepare the plans.—A by-law is being passed through the council to authorize the borrowing of \$70,000 for new city schools. The vote will be taken on the 27th inst.

PARRSBORO, N. S.—During the coming season Messrs. L. F. and F. R. Eaton intend to build two barques of about 800 tons register.—An expenditure of \$40,000 is to be made this summer in supplying the town with a waterworks system. There is also a good prospect of the putting in of an electric light plant.

BARRIE, ONT.—The County Council, at a meeting last week, passed a by-law granting the erection of a high school at Tottenham. It will be a four-roomed building, costing from \$4,000 to \$6,000. Miller Hamilton, of Adjala, is one of the members of the school board.—The County Council will erect either a jailor's residence or a House of Refuge.

RAT PORTAGE, ONT.—Plans are in course of preparation for the addition to the Rat Portage reduction works of separate equipments for chlorination, cyanide and electrolytical precipitation processes. These processes will require extensive additions to the present building.—The new theatre to be erected here by Messrs. Hilliard & Gilkerson will be three stories, 60 x 125 feet, with a store on ground floor, a mining exchange on the two upper stories, and theatre in rear, with seating capacity for 850. The cost is estimated at \$30,000.—Peters & Head, architects, will receive tenders until Saturday, the 20th inst., for the erection of a stone and brick block for Robinson & Brydon.

CORNWALL, ONT.—The Town Council have evidently come to the conclusion that the days of plank sidewalks are numbered. The impossibility of obtaining really first-class pine plank for walks, except at a great expense, is increasing steadily year by year; while to use a lower grade of material is a waste of money. The Council, taking this view, have decided to try the experiment of building granolithic walks by levying a proportion of the cost by a frontage rate on the property interested and benefitted, and paying the balance from the road appropriation. It is thought that in this way private property will be enhanced in value, the looks of the streets will be

greatly improved, and the constant drain on the town's finances for continuous repairs and renewals of walks will be done away with.—The Ontario Pacific Railway Company is seeking an extension of time in which to complete their unconstructed lines and bridges.

WINNIPEG MAN.—It is announced that the C. P. R. Company contemplate building large cold storage warehouses at Winnipeg and Calgary.—The City Council has given notice that pavements will be constructed as follows: Cedar block pavements on Main street, from Portage avenue to Graham avenue, width of carriage-way, cost \$6,000; on Logan avenue, from Main street to Princess street, width of carriage-way, cost \$4,000. Asphalt pavement on Princess street, from Notre Dame avenue to Point Douglas avenue, full width of carriage-way, cost \$62,000. Macadam roadways on Main street south, from Main street bridge to River avenue, and thence on River avenue from Main street south to Osborne street, 32 feet wide, cost \$21,964; on Osborne street, from River avenue to the Osborne street bridge, 24 feet wide, cost \$4,031.—Plans have been prepared by Seach & Sharpe for a new theatre.—The City Council have resolved to invite tenders for a stone crushing plant, proposals to be received in two weeks. Tenders will also be asked for constructing sewers.

MONTREAL, QUE.—At a meeting of the Council of St. Lambert, a resolution was passed that the government be urged to assist in the erection of a new bridge or the enlargement of the Victoria bridge.—The Ottawa River Navigation Company propose to convert the Carillon and Grenville railway, 13 miles in length, into an electric road.—An Anglican church will be erected at Outremont. A suitable site has been purchased on Outremont avenue, and plans have been prepared and estimates obtained for a church to cost about \$2,000. These have been submitted to the Lord Bishop of the Diocese, who has sanctioned the undertaking and authorized the appeal for funds to carry it out, and if a sufficient sum can be collected to justify doing so, it is intended to build during the coming season.—P. Lortie & Son are calling for tenders for a residence to be erected at Notre Dame de Graces, for Ant. Turgeon.—P. Boileau Bros., contractors, are taking tenders for the mason, carpenter, brick and cement work for the construction of St. Jerome church, Terrebonne county. Plans are on view at the office of C. St. Jean, architect, St. James street.

OTTAWA, ONT.—A committee, consisting of Ald. Gareau, Foster, Enright and Wallace, has been appointed by the City Council to consider the advisability of erecting a new market building on Queen street west.—It has been decided to expend \$2,000 in the paving of By Ward square twenty feet wide on the east side between George and York streets, and to lay a five-foot sidewalk on the west side at an extra cost of \$635.—The promoters of the Central Counties railway are seeking power to extend their line to the boundary of Quebec in the county of Prescott, and to the Ottawa river, in Russell county, and on to Ottawa; also to construct a bridge over the St. Lawrence in Stormont; to extend the time for the completion of the line, and to operate the road by electricity.—Mayor Bingham favors the erection of a building for incurables to commemorate the Diamond Jubilee.—The City Engineer last week examined the plans for a new bridge across the canal at Maria street. These plans were made a year ago and are for the construction of a steel bridge at a cost of about \$45,000.—The property on Nicholas street and Mill lane now occupied by Easton & Co. has been purchased by a syndicate, who contem-

plate erecting cold storage warehouses thereon.—The Roads and Bridges Committee of Carleton County Council will inspect the bridge over the Goodwood river in Nepean township to ascertain the advisability of replacing it with a new one.—The contracts will be let this week for the erection of the new public school in Ottawa east.—A report has been presented recommending the immediate purchase of two quick-steaming engines, two chemical engines, two extension ladders, and the erection of two new fire stations.

HAMILTON, ONT.—At a meeting of representative women held on Saturday last, a proposal was made by Mrs. John Hoodless, president of the Y.M.C.A., that the Queen's Jubilee should be commemorated in Hamilton by the erection of a building to be known as the Victoria Institute, to be used as a Normal School of Domestic Science and Art, or a Technical School for Women. It is proposed that the building will contain commodious quarters for various societies.—Messrs. Wm. & Walter Stewart, architects, are said to have received instructions from the Sun Life Assurance Company to make extensive alterations to the old post-office building. The front is to be remodelled and two towers built.—Mr. M. S. Robinson, of the Bijou theatre, Toronto, is negotiating for a site in this city on which to erect a large theatre building. The Palace rink property has been spoken of. An architect from Buffalo will report thereon. Mr. Robinson also contemplates the establishment of a theatre at Niagara Falls.—K. J. Poag has taken out a permit for the erection of two two-story brick dwellings on Sanford avenue, north of Barton street, to cost \$1,700.—The Hamilton, Chedoke and Ancaster Electric Railway Company have asked for a bonus of \$18,000 from the city. The railway is to be extended from Ancaster to the mountain, a distance of ten miles.—An effort is being made to secure the construction of a line of railway to Bartonville.—It has been almost definitely decided to build a new wing at the city hospital for the use of the nurses.—The City Clerk is receiving tenders this week for waterworks supplies, including cast iron pipe, special castings, hydrants, valves, etc.—The directors of the Hamilton, Grimsby and Beamsville railway will meet a committee of St. Catharines citizens to consider a scheme for building an electric railway from St. Catharines to Beamsville.—Mr. T. S. Crawford, representing a syndicate of Buffalo capitalists, was in the city recently securing options on some Beach property, with a view to the erection of two large ice warehouses of a capacity of 50,000 tons each.

TORONTO, ONT.—The Property Committee of the Public School Board have recommended \$18,000 as an appropriation for repairs to schools.—In his fortnightly report presented to the Board of Works on Monday last, the City Engineer recommended the construction of a cedar and gravel roadway on one side of the track allowance on Dundas street, between Bloor street and Humberside avenue. He reports against the construction of the archways under Arthur street bridge, which would cost \$9,000, and recommends the completion of the Arthur street embankment, from Shaw to Arthur streets, without provision for bridge or archway. The construction of the following pavements are recommended. Twenty-four foot gravel pavement on Elm avenue, between King and Queen streets, cost \$1,970; gravel roadway on Parliament street, between Queen and Gerrard streets, cost \$3,340; asphalt pavement on Jameson avenue, between King and Queen streets, cost \$9,480.—Mr. H. H. Williams, real estate agent, has submitted offers to the City Council

for the lease of several Island lots, on which his clients propose to erect summer residences.—The Mayor is endeavoring to secure the construction of a first-class bridge over the Don river at Queen street.—At the last meeting of the York County Council a petition was received asking for a 30-foot span bridge over the Mimico creek at the Etobicoke.—The City Council has given notice that it is proposed to construct the following works: 32-ft. macadam pavement on Victoria street, from Queen street to Gerrard street, cost \$6,160; 21-ft. macadam pavement on Spadina avenue, from King street to Queen street, cost \$12,000; 24-ft. cedar block pavement on Bellwoods avenue, from Queen street to Mansfield avenue, cost \$5,900; 24-ft cedar block pavement on Harbord street, from St. George street to Bathurst street, cost \$6,260; 24 ft. cedar block pavement on Sumach street, from Gerrard street to Amelin street, cost \$4,100; 24-ft asphalt pavement on Baldwin street, from McCaul street to Beverley street, cost \$5,200; 12-ft. cement concrete sidewalk on south side Adelaide street, from Yonge street to Bay street, cost \$1,248

FIRES.

Davis & Potter's mill near Novar, Ont., has been burned. Loss \$2,500.—A. K. Evans' boat houses at the foot of Sherbourne street, Toronto, were totally consumed by fire last week. Loss about \$5,000. The western block of the Parliament buildings at Ottawa was badly damaged by fire on Thursday last. The loss is estimated at \$100,000, although it is said a quarter of a million dollars will be spent in making the repairs. It is understood the Minister of Public Works has decided to have a consultation of well known architects to consider a plan of rebuilding.—The Soho cheese factory near Princeton, Ont., was destroyed by fire last week.—A fire at London West, Ont., resulted in the destruction of a brick dwelling occupied by J. R. Gurd and George Finnigan.—James Crawford's saw mill at Robb, Ont., has been burned. It is said that Mr. Crawford will not rebuild.—Dr. Craft's store and the Royal Hotel at Plainfield, Ont., were consumed by fire on the 10th inst. The loss is heavy.—The opera house at Port Hope, Ont., was completely gutted by fire on Sunday last. Loss \$3,000; partially covered by insurance.—The Cumberland railroad station house at Springhill, N. S., was destroyed by fire last week.—The hotel of Mr. Stafford, at Orwell, Ont., was burned on Monday last. Loss \$2,000.—The paint warehouse of Sander-son, Percy & Co., Adelaide street west, Toronto, was gutted by fire on Tuesday last, at a loss of \$45,000. The building was damaged to the extent of \$5,000; covered by insurance.

CONTRACTS AWARDED.

PERTH, ONT.—The township of Wallace has disposed of \$10,000 of debentures to G. H. Gillespie, of Hamilton.

L'ORIGNAL, ONT.—The contract for the construction of a new wharf here has been let to Heney & Smith, of Ottawa, at \$12,800.

STRATHROY, ONT.—L. R. Richardson has closed a contract with Andrew Thomson to erect a cheese factory here, 75 x 32 feet, with brick foundation.

HAMILTON, ONT.—The contract for the annual supply of lumber was let by the Board of Works on Tuesday to the Reid Lumber Co., of Toronto. About 1,200,000 feet will be required.

TORONTO, ONT.—The Metallic Roofing Co., of this city, have been awarded the contract for embossed metal doors, metal wainscoting, etc., required for the new Foresters' building on Bay street, Toronto, at the price of \$28,000. This is be-

lieved to be the largest contract for goods of this character which has yet been awarded in America.

MONTREAL, QUE.—Mr. McLea Walbank has awarded the following contracts for alterations and additions of a house, corner of St. Catherine and Metcalfe streets, for B. A. Boas—masonry, Wighton, Morison & Co.; carpenter and joiner's work, Beckham & Scott; steel work, Dominion Bridge Co.; plastering, Knott & Gardner; roofing, F. F. Powell, plumbing, F. O'Connell; electric wiring, J. E. Scott; painting, W. P. Scott.

QUEBEC, QUE.—Tanguay & Vallee, architects, have awarded the following contracts for the sacristy of the Basilica Quebec: Masonry, Frs. Parent; carpenter and joiner's work, Edward Paquet, roofing, P. Lachance.—Building permits have been granted as follows: Repara-tions of a house on Napoleon street for Mr. Savard; contractor, T. Pepin. One house on Richardson street for V. P. Hortie, three stories, 33½ x 32 ft., wood lined with brick; contractor, T. Mongeau.

OTTAWA, ONT.—P. G. Powers & Co. have been awarded the contract for building eight steel boilers for the E. B. Eddy Co. These boilers will be 60 inches in diameter and 14 feet long, to carry 125 lbs. steam pressure per square inch.—Contracts for the new Butterworth block on Sparks street have been let as follows: Masonry and brickwork, Holbrook & Sutherland; carpentry, J. & C. Low; steel beams, E. C. Arnoldi; concrete floor and sidewalk, J. Foley; prismatic glass, Prismatic Glass Co., Toronto; painting and glazing, Geo. Howe; plumbing, J. A. Maunder.

CHATHAM, ONT.—The City Council have accepted tenders as follows for annual supplies: Porous tile, James Cornhill, 4 inch, 1½ cents per foot; 5 inch, 2 cents; 9 inch, 3 cents; 7 inch, 4 cents; 8 inch, 5 cents; 9 inch, 7 cents; 10 inch, 8 cents; 12 inch, 14 cents. Wire nails

and spikes, Morton & Adam, \$2 41 per keg. White pine plank, S Hadley Lum-ber Co., \$13, white oak, D. R. McGarvin, \$23. The tenders for cement were as follows: J & J Oldershaw, Thorold ce-ment, 80 pound sack, 33 cents; Buffalo, 90 pound sack, 43 cents; best English Portland, barrel, \$2 75; second grade, \$2.60 O B Hulin, best English Port-land, \$2 78; Buffalo, 40 cents; Thorold, 31 cents. There were three tenders for sewer pipe No. 1 was from Glenn Bros., on behalf of the Standard Drain Pipe Co., of St. Johns; No. 2 from O. B. Hulin, for the Ontario Sewer Pipe Co., and No. 3 from J. & J. Oldershaw. The prices were:

	No. 1.	No. 2.	No. 3.
	cents.	cents.	cents
4 in. pipe.....			5½
6 " ".....	12	9	8 1/10
8 " ".....	18	13½	13 1/10
9 " ".....	—	16	14 9/10
10 " ".....	26	19½	17 1/10
12 " ".....	34	25½	22
15 " ".....	50	36½	33 1/10
18 " ".....	68	51	47

The tenders for cement and sewer pipe were referred to the Board of Works for a report.

Callahan & Brown, bricklayers, Lon-don, Ont., are reported to have assigned to H. M. Douglas.

Stained ceilings, caused by water having soaked through them, may be remedied by a simple plan. Take un-slaked white lime, dilute with alcohol, and paint the spots with it. When the spots are dry—which will be soon, as the alcohol evaporates and the lime forms a sort of insulating layer—one can proceed painting with size color, and the spots will not show through again.

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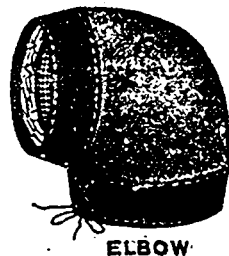
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- NON-CONDUCTOR OF HEAT—will keep a room warm much longer than any other Plaster.
- NO CRUMBLING or CRACKING, owing to its elasticity and its adhesive qualities.
- WILL STICK FIRMLY to brick, laths, or even metal. No hair, no sand required.
- INTRINSICALLY CHEAPER than any other Plaster.

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SOFTENING OLD PUTTY.—Old putty frequently adheres so tenaciously to the window frames and panes that an effort to remove the putty in this state is apt to damage them. A good way to make the putty soft and plastic enough in a few hours, so that it can be taken off like fresh putty, is by the use of kerosene, which entirely dissolves the linseed oil of the putty, transformed into resin, and quickly penetrates the same.

CEMENTING LEATHER TO IRON.—To cement leather to iron, cut the leather roughly to shape, allowing about one inch per foot in the width of the pulley. Then soak the leather in water until it is wet through. Now stretch it well in the direction of the circumference of the pulley and cut it to exact shape and length. It should next be sewn up butt to butt, with a shoemaker's awl and thread, and the leather, having been stretched in the direction of circumference only, will, as it gets dry, have a tendency to resume its former shape, thereby shortening in circumference and "clip" to the pulley. A shallow groove might be made for the stitches to sink in.

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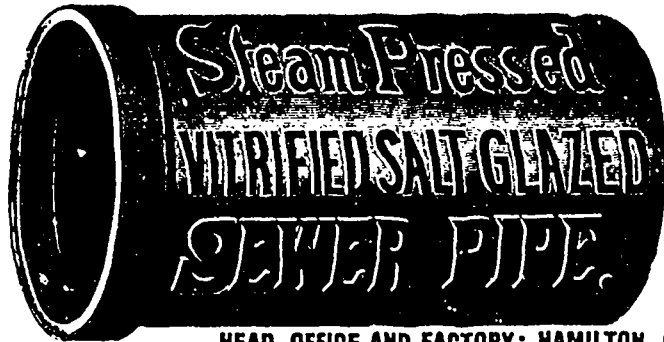
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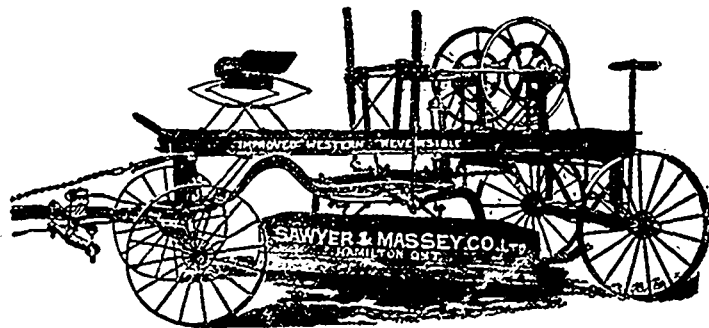
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MUNICIPAL DEPARTMENT

TO MUNICIPAL OFFICERS.

The *CONTRACT RECORD* is desirous of publishing, as far as possible, advance information regarding projected works of construction in all parts of Canada, such as sewerage and waterworks systems, railways, street pavements, public and private buildings, etc. Municipal officers would confer a favor upon the publisher by placing at our disposal particulars of such undertakings which are likely to be carried out in their vicinity, giving the name of the promoter, character of the work, and probable cost. Any information thus furnished will be greatly appreciated.

MUNICIPAL STATISTICS.

According to the Ontario Bureau of Industries, the population of municipalities in 1895 is fixed at 1,957,390, and the total assessment is \$821,466,166. The taxation was \$12,316,429, the rate per head being \$629, or a fraction short of 15 mills on the dollar. The upward flight of assessments and taxation has been checked, but there is no abatement to the increase of the debenture debt, there being a net addition in 1894 of \$1,741,344. This brings the municipal bonded debt up to \$49,724,587, or an average of 25 68 per head of population, as compared with 16.37 in 1886. The interest paid on this debt and on temporary loans amounted in 1894 to \$2,552,607. Of the above outstanding debenture debt \$4,805,897 is on account of railways and \$3,989,317 for school purposes. The amount of floating liabilities of the municipalities was \$6,336,567, of which \$3,151,628 was for temporary loans. The municipalities constituted in 1895 in Ontario represent some 492 townships, 96 towns, 137 villages, 13 cities and 38 counties. The total increase in population in ten years amounts to 128,895, or about 6 per cent. The local officials are requested to make suggestions concerning the municipal law. Many recommend a system of provincial credit, but the department makes no suggestion concerning the subject.

The County Council Act, passed at the last session of the Ontario Legislature, has risen to an anomaly in the law relating to the council of towns, townships and large villages, inasmuch as under the new regulation with respect to the counties the usefulness of deputy-reeves in townships and villages and reeves and deputies in towns is destroyed. Under the old system these officials were members of the county councils; now there will be vested in them no more power than in the ordinary councillor and their office ought therefore to be abolished, and the number of councillors increased if the present ratio of representation must be maintained.

AMERICAN UTILIZATION PROCESS OF GARBAGE DISPOSAL.*

By W. E. GARRIGUES.

The two chief principles of garbage disposal—destruction and utilization—it is not the province of this paper to discuss relatively. Both have their merits and local conditions must always cast the deciding vote between them. The former is essentially an engineering problem, while the application of chemistry is hardly less important to the latter. The fire destructor produces, of course, an ash only, and as this has no commercial value, disposal by cremation is a total loss of both substance and expense. The utilization scheme on the other hand—as its name indicates—seeks to recover from the refuse, products of distinct value. These are to-day, grease and manure—what may be the possibilities of the future cannot be predicted. One grave objection to utilization schemes is the seemingly general disposition of city governments to let only short time contracts, the first cost of plant being so much greater than for destruction. These contracts are for terms varying from one year in Philadelphia to ten years in St. Louis, with an average of only three or four years. Especially in the chief centers of population a 30-year contract would be more reasonable, and would, no doubt, conduce to lowering the annual cost to the city.

It is my intention to present in the following paper a brief account of the various methods in use in this country for extracting grease from garbage and obtaining the solid residue in a saleable condition, either as a complete fertilizer or as tankage for use in compounding such a fertilizer. A few of these processes have been described singly here and there in different journals, but not unfrequently with such grave errors that the description was utterly valueless—perhaps even harmful—to the seeker after facts in a new and as yet undeveloped field.

The different systems will be divided for convenience into three classes, according as they vary in fundamental principle, viz:

- A. Grease extracted by steam.
- B. " " " sulphuric acid.
- C. " " " naphtha.

CLASS A.

ARNOLD SYSTEM. Philadelphia and New York. (The contract for New York was let during the present year and I am not informed as to the date operations have or will commence.)

The garbage is dumped from the wagons in to a horizontal conveyor discharging into a bucket elevator. This deposits it on the upper floor again into a conveyor by which means it is discharged into the digesting tanks. These are upright steel tanks of five to six tons capacity, and here the material is subjected to live steam introduced at the bottom for 6 or 8 hours, the pressure maintained being thirty pounds. When the vegetable matter has been thoroughly

disintegrated, the envelopes enclosing fat globules destroyed or softened and the bones so changed in physical property that they may be crushed between the fingers, the whole mass is dropped through a twelve-inch valve into a box-like receiver, one of which connects with four digesters.

After settling, the free water and grease are run off by means of drop pipes into separating vats—a series of catch basins—and the remaining sludge elevated by a bucket pump into filter cloths. The manner of performing this operation, which is really the essence of the process, is as follows:

A cloth is spread out on a low car about 5 x 6 feet. The turned-up edges of the cloth are supported by a wooden frame 6 inches deep and slightly smaller than the car, the ends of the cloth hanging down over it on all sides. After pumping this frame full of the sludge from the receiver, the loose ends of the cloth are folded over the surface of the sludge, thus enclosing it on all sides. The frame is lifted off, a wooden slatted plate placed over the first layer, and the frame again on top of it. Another cloth is fitted in and pumped full, and so on, the operation being continued until the bags of sludge separated by the slatted plates have reached a height of about 5 feet on the car. The latter, which stands on a track, is then pushed under a screw press operated by steam power. These presses are supplied with 3 different gears, varying in power, which are applied consecutively, beginning with the least.

This operation forces down a smooth iron plate on top of the bags of sludge—just as a common copying press operates—the result being the expression through the cloths of water and grease. The liquid is carried by covered troughs in the floor to the separating vat before mentioned, where the clear grease rises to the surface and is skimmed off ready for shipment. The expressed water, colored a deep brown from the organic matter in solution, is run into the river.

The solid cake left in the presses, which still contains about one-fourth of the water originally present in the garbage, is charged into horizontal cylindrical dryers, heated by steam jackets, and is kept constantly stirred up by a revolving reel. The operation of drying occupies about 3 hours for 2 tons of dry product. The dryers are exhausted of vapors by steam jets and the vapors subsequently condensed by cold water.

The dried "tankage" is screened ready for market and the coarse tailings consumed under the boilers. The tankage is used by manufacturers of fertilizers as a component of complete manures.

HOEGL SYSTEM. Rochester. Of this plant I have only a very slight knowledge and as I cannot speak from observation the merest outline must suffice for description. The garbage is digested by steam under considerable pressure, the result being pressed in a hydraulic press to separate most of the water and grease. A hot air dryer is used for drying the tankage, which is then conveyed to a mixing pan where additions of phosphates and potash salts render it a complete fertilizer.

* Abstract of a paper read before the Engineers' Society of Western Pennsylvania.

Prices of Building Materials.

CONDITION OF THE MARKET.

TORONTO: The spring trade has not yet commenced to move, and consequently there is little activity to report in builders' supplies. At country points a fair amount of building is projected, and common brick seems to be in good demand, as well as cheap lumber. In most lines, however, complaint is heard of slow business. A few light shipments of wire nails have been made, and lots of building paper are regularly called for, while a little better demand is reported for sheet steel and galvanized iron. Plumbers' supplies show no improvement.

MONTREAL: The market for builders' supplies has exhibited more life during the past couple of weeks, and the statement that several projected works of construction are about to be carried out has caused dealers to take a more favorable view of the outlook for spring trade. The sale of 300 barrels of cement is reported, and the tone of the market is steady at recent quotations. Firebricks are in limited demand, at \$17.50 to \$20 per thousand. In paints and oils the volume of business is fully up to the average for the season of the year. Hamilton pig iron sells at \$18.25, but in the heavy metal trade in general very little is doing. An increase in orders for wire nails is reported.

LUMBER.

CAR OR CARGO LOTS.

Toronto. Montreal.

1/4 x 2 clear picks, Am ins.	33	00	36	00	40	00	45	00
1/4 x 2 three uppers, Am ins.	37	00	40	00	40	00	45	00
1/4 x 2, pickings, Am ins.	26	00	27	00	27	00	30	00
1 inch clear			40	00	40	00	45	00
1 x 10 and 12 dressing and better.	20	00	22	00	18	00	20	00
1 x 10 and 12 mill run.	16	00	17	00				
1 x 10 and 12 dressing.	20	00	22	00	18	00	20	00
1 x 10 and 12 common.	13	00	14	00	8	00	10	00
Spruce culls.	10	00	11	00	8	00	10	00
1 x 10 and 12 culls.	9	00	10	00			9	00
1 inch clear and pickings.	28	00	30	00	35	00	40	00
1 inch dressing and better.	20	00	22	00	18	00	20	00
1 inch siding, mill run.	14	00	15	00	12	00	13	00
1 inch siding, common.	12	00	13	00	10	00	11	00
1 inch siding, ship culls.	12	00	13	00	10	00	11	00
1 inch siding, mill culls.	9	00	10	00	8	00	9	00
Call scantling.	8	00	9	00	8	00	9	00
1/2 and thicker cutting up plank.	24	00	26	00	22	00	24	00
1 inch strips, 4 in to 8 in. mill run.	14	00	15	00	11	00	12	00
1 inch strips, common.	11	00	12	00	10	00	11	00
1/2 inch flooring.	16	00	17	00	12	00	13	00
3/4 inch flooring.	16	00	17	00	12	00	13	00
XXX shingles, sawn, per M.								
16 in.	25	00	23	00	16	00	26	00
XX shingles, sawn.	14	00	15	00	16	00	17	00
Lath.	15	00			15	00		

VAID QUOTATIONS.

Mill cull boards and scantling	10	00	10	00	12	00
Shipping cull boards, promiscuous widths.	13	00	13	00		
Shipping cull boards, stocks	16	00	16	00		
Hemlock scantling and joist up to 15 ft.	11	00	12	00	10	00
Hemlock scantling and joist up to 18 ft.	12	00	13	00	12	00
Hemlock scantling and joist up to 20 ft.	13	00	14	00	13	00
Cedar for block paving, per cord.	5	00	5	00		
Cedar for kerbing, 4 x 14, per M.	14	00	14	00	14	00
Scantling and joist, up to 16 ft	14	00	15	00	16	00
" " " " 18 ft	15	00	16	00	17	00
" " " " 20 ft	16	00	17	00	18	00
Scantling and joist, up to 22 ft	17	00	18	00	19	00
" " " " 24 ft	19	00	20	00	21	00
" " " " 26 ft	20	00	21	00	22	00
" " " " 28 ft	22	00	23	00	24	00
" " " " 30 ft	24	00	25	00	26	00
" " " " 32 ft	27	00	27	00	27	00
" " " " 34	29	00	29	00	29	00
" " " " 36 ft	31	00	31	00	31	00
" " " " 38 ft	33	00	33	00	33	00
" " " " 44 ft	31	00	31	00	31	00
Cutting up planks, 1 1/2 and thicker, dry	25	00	28	00	25	00

B. M.

1/2 in. flooring, dressed, F.M.	26	00	28	00	31	00
1/2 in. flooring, rough, B.M.	18	00	22	00	22	00
1/2 " " " " dressed, F.M.	25	00	28	00	30	00
1/4 " " " " undressed, B.M.	18	00	18	00	19	00
1/4 " " " " dressed, F.M.	18	00	20	00	22	00
1/4 " " " " undressed, B.M.	12	00	15	00	15	00
Beaded sheeting, dressed	20	00	25	00	35	00
Clapboarding, dressed	35	00	38	00	42	00
XXX sawn shingles, per M						
18 in.	26	00	27	00	30	00
Sawnlath.	24	00	25	00	26	00
Cedar.	24	00	25	00	26	00
Red oak.	30	00	40	00	30	00
White.	37	00	45	00	35	00
Basswood, No. 1 and 2.	28	00	30	00	28	00
Cherry, No. 1 and 2.	70	00	90	00	80	00
White ash, No. 1 and 2.	24	00	35	00	30	00
Black Ash, No. 1 and 2.	20	00	30	00	18	00
Dressing stocks.	16	00	22	00	22	00
Picks, American inspection.	30	00	40	00	40	00
Three uppers, Am. inspection	50	00	50	00		

Toronto. Montreal.

BRICK—M

Common Walling.	U	5		
Good Facing.	8	00	8	50
Sewer.	8	50	8	00
Pressed Brick, Per M:				
Red, No. 1, f.o.b. Beamsville	15	00		
" " " " "	13	00		
" " " " "	9	00		
Buff.	21	00		
Brown.	24	00		
Roman Red.	30	00		
" Buff.	35	00		
" Brown.	40	00		
Sewer.	7	50		
Hard Building.	6	00		
Roof Tiles.	22	00		
Hip Tile.	20			
Ridge Tile.	60			
1st quality, f.o.b. at Port Credit	12	00	18	00
and " " " "	10	00	15	00
3rd " " " "	8	00	12	00
Hard building brick.	6	50		
Ornamental, per 100.	1	00	10	00

SAND.

Per Load of 1 1/2 Cubic Yards	1	25	1	25
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STONE.

Common Rubble, per toise, delivered.	10	00	11	00
Large flat Rubble, per toise, delivered.	14	00	18	00
Foundation Blocks, per c. ft.	30		50	
Kent Freestone Quarries				
Moncton, N. B., per cu ft., f.o.b.	1	00		
River John, N. S., brown freestone, per cu. ft., f.o.b.	95			
Ballochmyle.	80	90	65	75
New York Blue Stone.	1	05		
Granite (Stanstead) Ashlar, 6 in. to 12 in., 25 gin., per ft.				
Most Freestone.	60	70		
Thomson's Gateawbridge, cu. ft.	75	50		
Credit Valley Rubble, per car of 15 tons, at quarry.	7	00		
Credit Valley Brown Coursing, up to 10 inch, per sup. yard, at quarry.	1	50	1	75
Credit Valley Brown Dimension, per cu. ft., at quarry.	60		60	
Credit Valley Grey Coursing, per super. yard, at quarry.	1	00	1	00
Credit Valley Grey Dimension, per cu. ft., at quarry.	45		45	
Clark's N. B. Brown Stone, per cubic foot, f.o.b.	1		1	00
Brown Free Stone, Woodpoint, Sackville, N.B., per cub. ft.	1	25	1	00
Madoc Rubble, delivered, per toise.	14	00	14	50
Madoc dimension floating, f.o.b. Toronto, per cubic ft.	20	32		
Cape Bauld, N. B., Brown Freestone.	90		70	
Cocaigne, N. B., Gray Freestone (olive-green).	90		70	

OHIO FREESTONE, FROM THE GAFFTON STONE CO.'S QUARRIES.

No. 1 Buff Promiscuous.	90		1	10
No. 1 Buff Dimension.	95		1	05
No. 1 Blue Promiscuous.	60		70	
No. 1 Blue Dimension.	65		75	
Sawed Ashlar, No. 1 Buff, any thickness, per cub. ft.	1	10	1	20
Sawed Ashlar, No. 1 Blue, any thickness, per cub. ft.	80		90	
Sawed Flaggings, per sq. ft., for each inch in thickness.	06	1/2	07	1/2
Above prices cover cost freight and duty paid. For small lots add 5 to 10 cents per cubic foot.				
Quebec and Vermont rough granite for building purposes, per c. ft. f.o.b. quarry	33	1	50	
For ornamental work, cu. ft.	35	2	0	
Granite paving blocks, 8 in. to 12 in. x 6 in. x 4 1/2 in., per M	50	00		
Granite curbing stone, 6 in x 20 in., per lineal foot.	70			

SLATE.

Roofing (square).				
" red.	18	00	20	00
" purple.	00		10	00
" untinting green.	9	00	6	00
" black.	8	00	5	50
Terra Cotta Tile, per sq.	25	00		
Ornamental Black Slate Roofing.	8	50		

PAINTS. (In oil, per lb.)

White lead, Can., per 100 lbs.	5	25	5	50	5	50	6	00
" zinc, Can., " "	6	50	7	50	6	50	7	50
Red lead, Eng.	4	00	5	00	4	50	5	00
" venetian, per 100 lbs.	1	60	1	75	1	60	1	75
" vermilion.	90	1	00	90	1	00	1	00
" Indian, Eng.	10	12	10	12	10	12	10	12
Yellow ochre.	5	10	5	10	5	10	5	10
Yellow chrome.	15	20	15	20	15	20	15	20
Green, chrome.	7	12	7	12	7	12	7	12
" Paris.	20	25	24	20	20	25	24	20
Black lamp.	15	25	12	25	15	25	12	25
Blue, ultramarine.	15	20	12	18	15	20	12	18
Oil, linseed, raw, by bbl. @ Imp. gal.	43	48	58	59				
Oil, linseed, b'd, by bbl. @ Imp. gal.	51	51	62	63				
Oil, linseed, refined, @ Imp. gal.	78	85	75	75				
(L is than bbl. 5c. per gal. advance.)								
Putty.	2 1/2	2 1/2	2 1/2	2 1/2				
Whiting, dry, per 100 lbs.	60	80	60	75				
Paris white, Eng., dry.	90	1	25	90	1	25	90	1
Litharge, Eng.	4	00	4	50	5	00	4	50
Sienna, burnt.	10	15	12	15				
Umber.	8 1/2	17	12	15				
Turpentine.	43							

Toronto. Montreal.

CEMENT, LIMB, etc.

Portland Cements.—				
German, per bbl.	3	50	2	55
London " "	7	50	1	98
Newcastle " "	2	75	1	85
Belgian, Josson, artificial.	2	65	2	65
North's " Condo."	2	65	2	65
English, artificial, per bbl.	2	85	3	15
Belgian, natural, per bbl.	2	55	2	65
Canadian " "	2	55	2	75
Roman " "			2	00
Parian " "	4	75	5	00
Superfine " "	7	50	8	00
Hydraulic Cements.—				
Thorold, per bbl.	1	75	1	85
Queenston, " "	1	75	1	50
Napanee, " "	1	75	1	50
Hull, " "	1	75	1	50
Ontario, " "	1	50		
Keene's Coarse " Whites"	4	50	4	50
Fire Bricks, Newcastle, per M	27	00	35	00
" " " " " " " "	27			