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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 THROUGHOUT CANADA.

Vol. 5.

DECEMBER 13, 1894

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THE CANADIAN CONTRACT RECORD,

PUBLISHED EVERY THURSDAY

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

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At its Convention held in Toronto, Nov. 20 and 21, 1889, the Ontario Association of Architects signified its approval of the CANADIAN CONTRACT RECORD, and pledged its members to use this Journal as their medium of communication with contractors with respect to advertisements for tenders.

The following resolution was unanimously adopted at the First Annual Meeting of the Province of Quebec Association of Architects, held in Montreal, Oct. 10th and 11th, 1890: "Moved by M. Perrault, seconded by A. F. Dunlop, that we the Architects of the Province of Quebec now assembled in Convention being satisfied that the CANADIAN CONTRACT RECORD affords us a direct communication with the Contractors,—Resolved, that we pledge our support to it by using its columns when calling for Tenders."

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In some experiments conducted by the German Government on steel and iron girders the soft steel girder proved 22 per cent. stronger and the hard steel girder 66 per cent. stronger than the iron girder. The strength of steel girders appeared to be about the same for the two flanges, if made alike in sections.

CONTRACTS OPEN.

DARIMOUTH, N. S.—The erection of a new town hall is being advocated.

FOSTER, QUE.—A site has been purchased for a new Anglican church here.

WINDSOR, ONT.—W. Campbell purposes erecting a new residence at an early date.

BELLEVILLE, ONT.—Wilbur & Moss purpose erecting a new weaving factory in the spring.

WIARTON, ONT.—The present High School will likely be enlarged or a new building erected.

ARNPRIOR, ONT. The Perry Co. are negotiating with the town for the construction of waterworks.

THESSALON, ONT.—On the 7th of January the ratepayers will vote on a by-law to raise the sum of \$3,500 for a system of fire protection.

PERTH, ONT.—Alterations and improvements are to be made to the Town hall. E. J. Lennox, architect, will have charge of the work.

KINGSTON, ONT.—It is proposed to submit a by-law to the ratepayers asking for \$88,000 to open Sydenham street from Princess to Johnston street.

VERDUN, QUE.—The ratepayers have decided on the construction of a dyke, to cost in the neighborhood of \$70,000. The cost will be borne by the property owners.

ST. THOMAS, ONT.—A by-law to expend the sum of \$40,000 for a site and the erection of a new city hall will be submitted to the ratepayers on the 7th of January.

LONDON, ONT.—The City Engineer has been instructed to draw plans of freight terminals in this city, for the Lake Erie and Detroit River railway. The work to cost \$10,000.

BERLIN, ONT.—The Simpson Company, furniture manufacturers, of this place, will erect a five storey block next spring adjoining their present factory. It will be 140 x 25 feet in size.

NANAIMO, B. C.—Ald. Nightingale has given notice that he will introduce a by-law in Council to borrow the sum of \$150,000 for a system of waterworks, the supply to be obtained from the Nanaimo river.

MEAFORD, ONT.—Tenders for the construction of a system of waterworks are invited by the corporation until Monday, the 24th inst. Particulars may be obtained from the Town Clerk, George G. Albery.

VANCOUVER, B. C.—Thos. F. McGuigan, City Clerk, invites tenders until the 14th inst. for the purchase of \$60,000 of debentures issued for electric light purposes.—A by-law has been passed by the Council to raise the sum of \$4,000 for the block paving of Granville street.—The erection of a power house will shortly be commenced by the corporation.

STRATFORD, ONT. Dr. Bryce, of the Provincial Board of Health, has recommended the immediate construction of a system of trunk sewers, at a cost of \$150,000, and the establishment of a sewage farm.

METCALFE, ONT.—Tenders for the erection of a brick veneer Presbyterian church here are invited by Andrew Walker, until the 1st of January. Plans may be seen at M. E. Edys office, 51 Sparks street, Ottawa, and at James Minion's house.

BRANTFORD, ONT.—At a joint meeting of members of the City Council and the Board of Trade, held last week, it was decided to grant exemption from taxation to the Watrous Engine Works Co. on new buildings proposed to be erected by the company.

GUELPH, ONT.—It is learned from Mr. James Watt that all the stock required for starting the proposed rolling mills has been subscribed, and that the erection of the buildings will be proceeded with immediately. It is expected the mill will be in operation in the early spring.

YARMOUTH, N. S.—The New York, New England and Canada Co. will make application to the Dominion Parliament for power to construct a railway from Halifax to Bunker Island, in Yarmouth Harbor. Mr. E. Franklin Clements, of this town, is representing the company.

QUEBEC, QUE.—An electric railway from the city to the falls at Montmorency is talked of. The Mayor and Mr. J. B. Laliberte recently visited Montreal in connection with the scheme. The Russell house has been purchased by T. H. Lizotte, who will make some alterations to the building.

WINNIPEG, MAN.—The City has in view the paving of main street with cedar blocks, bricks, or asphalt, and invites correspondence from manufacturers, with prices and samples of bricks and asphalt. The quantity required is about 530,000 square yards. For particulars address H. N. Rutan, City Engineer.

DIGBY, N. S.—At the request of the Town Council, Mr. J. A. Pickett, C. E., recently presented a report on the construction of a system of waterworks, advocating a supply by gravitation and estimating the cost at \$35,000. At the last meeting of the Council it was adopted and it was resolved to borrow the necessary funds to carry out the work, which will be commenced in the spring.

HAMILTON, ONT.—The City Council is considering the erection of a new jail for the city. The contracts for the machinery for the East Hamilton Incline railway will be awarded in a few days.—Building permits have been granted as follows: James Phillips, two two-storey brick dwellings on Hunter st., between Wellington and Liberty sts., cost \$2,400, Coleman Lurber Co., two story brick dwelling on Grant ave., cost \$1,500.—It is stated that in the event of the city

refusing to allow the proposed radial railway to run along Cannon street, the promoters propose to build a steel viaduct along that street, and with that end in view Engineer Hillman has been instructed to prepare the necessary plans. It is estimated that the cost will be about \$200,000. It is supposed that the line from Woodstock to Niagara Falls will be built and operated by the C. P. R. and that the contract will be awarded to Bracey Bros.

MONTREAL, QUE.—The specifications for timber and deals required by the Harbor Commissioners during 1895 call for the following quantities in varying lengths: round hemlock, 133,100 linear feet; hemlock face timber, 38,000 linear feet; pine face timber 20,000 linear feet; flat pine, 14,225 linear feet; round pine, 15,340 linear feet; pine or tamarac piles, 18,800 linear feet; coping pine, 20,000 feet board measure; pine deals, 100,000 feet board measure; hemlock deals, 550,000 feet board measure. Tenders are to be sent to the Secretary before the 18th inst.—The Road Committee has given notice that sewers will be constructed on LaGauchetiere street, from Bleury street to Anderson street, and Le Royer street, from Jacques Cartier square to Claude street. Alterations and improvements are to be made to St. Patrick's church, at a cost of \$25,000. The gallery will be enlarged, the present roof replaced by a new one, and a new organ purchased. Particulars may be obtained from Rev. Father Quinlan. Tenders are invited by Mr. L. J. Seaman, General Manager Grand Trunk Railway, until Thursday, the 27th inst, for white pine car sheathing and red pine car decking required at Montreal and Brantford during the year 1895. Specifications may be seen on application to John Taylor, general storekeeper.—The Syndics of the Catholic church of Ste. Cunegonde have purchased property at the corner of Atwater avenue and Albert street, on which to build a large House of Refuge.

TORONTO, ONT.—The Parks and Gardens Committee, at their last meeting, decided to ask for tenders for a 40 and 50 light dynamo for Island Park. The Park Commissioner recommended the erection of a supper room at the Horticultural Pavilion, 70 x 22 feet, at a cost of \$750, and the Committee decided to ask the City Council to allow the work to be proceeded with at once. In his report presented to the Board of Works on Monday last, the City Engineer recommended the construction of a 6 ft. 6 in. sewer on Pears avenue, at a cost of \$6,944. Permission was asked to advertise for tenders for removing coal shed at the main pumping station and for the erection of a coal carrier. The total cost being placed at \$5,000. The items were passed by the Board. In connection with the extension of the railway tracks on Avenue Road, the City Engineer recommended that the track allowance between Bloor and Davenport road be paved with

asphalt or vitrified brick at an approximate cost of \$15,000 and the track allowance between Davenport road and the C. P. R. tracks with cedar and granite on concrete, at a cost of \$5,000, with \$2,000 for widening the present cedar block pavement. Several property owners presented a petition against the proposed extension and the matter was referred back. — Mr. Edmund Wragge, local manager Grand Trunk Railway, invites tenders until 5 p. m. on Tuesday, the 18th inst., for elevators, elevator frames and stairway slate treads required in connection with the new Union Station. Plans may be seen at the office of the architects, Messrs. Strickland & Symons, Victoria street.

OTTAWA, ONT. J. S. J. Routhier, architect, will let the contract about the 1st of January for the erection of an addition to the convent of the Sisters of the Good Shepherd on St. Andrew street. The addition will be 108 x 89 feet in size, five stories high, built of stone and having metal roof, paneled ceilings, fire escapes, cement sidewalk, architectural iron work, frescoing, birch, maple and pine finish, office fixture, wood altar, pews, stained glass, electric bells and lighting, dumb waiters, freight elevator, laundry machinery, two boilers, hot water heating, etc. Estimated cost \$35,000. Construction work on the Ottawa, Arnprior and Parry Sound Railway has been discontinued for the season. About seventy miles of the road yet remains to be built. — A petition is being circulated for signatures among the ratepayers on Wellington street, asking for the construction of a permanent pavement on that street, the work to be carried out during 1895. — The City Council has decided to receive tenders until the 25th of January, for the different kinds of asphalt paving proposed to be constructed during next year. — The Dominion Government has decided to co-operate with the Government of British Columbia in constructing the necessary works to protect the inhabitants along the Fraser river from floods, and with that end in view the Minister of Public Works recommends that one or more engineers from the Department of Public Works be sent out to act in conjunction with officers of the British Columbia Government in making a thorough examination of the basin of the river, taking levels and securing other data, the cost of the commission not to exceed \$50,000.

FIRES.

The business portion of the town of Mount Stewart, P. E. I., about 14 miles from Charlottetown, was about totally destroyed by fire on Saturday last. Some of the burned buildings are James Ross' store, dwelling and warehouse; J. M. Egan & Co.'s store and warehouse; H. Coffin's store, James Coffin's dwelling and outbuilding; Gordon Douglas' store, S. C. Clarke's store and warehouse; J. McCarthy's store; James Gorman's dwelling; Hugh Currie's dwelling and A. McEachren's dwelling. About one-third of the loss is covered by insurance. — The residence of D. Milan, at Kingston, Ont., was destroyed by fire last week. Insurance \$1,800. — R. B. Jeffrey's saw mill at Victoria Road, Ont., was burned last week. Loss, \$10,000; no insurance. — The Globe hotel at Clarkstown, Ont., owned by Alfred Daze, was destroyed by fire on Saturday last. Loss \$2,000; insurance, \$800. — Robert Gaw & Co.'s planing mill at Kingston, Ont., was burned on the 8th inst. Loss, \$7,000; insurance, \$6,000. — A wholesale warehouse at 25 Front street west, Toronto, owned by Miss M. Staunton, was destroyed by fire on Tuesday. The damage to the building was about \$20,000. — The Ontario Malleable Iron Works at Oshawa, Ont., were destroyed by fire on the 11th inst. Loss, \$75,000; insurance, \$27,000. — The building occupied by A. J. Grant & Co., hardware at Halifax, N. S., was damaged by fire recently to the extent of \$3,000, which is covered by insurance. — Fire at Chilliwack, B. C., on the 4th inst. destroyed

James Chadcey's dwelling and the Odd-fellows block. The latter was insured for \$1,700.

CONTRACTS AWARDED.

MONTREAL, QUE.—At the last meeting of the Road Committee the contract for the extension of the Notre Dame street bridge across the C. P. R. yards, Dalhousie station, was awarded to the Dominion Bridge Co., of this city, at the tender of \$34,737.

CLINTON, ONT.—The County Council has awarded the contract for the erection of a House of Refuge for the County of Huron to S. S. Cooper, of this place, whose tender was \$9,874. The building will be situated one mile south of Clinton and is to be completed by 1st of October, 1895.

NEW COMPANIES.

PRESCOTT, ONT.—Prescott Elevator Co., seeking incorporation; capital, \$75,000; to erect a grain elevator at this place; applicants, J. W. McRae, Thos. Ahearn, of Ottawa, N. Willard, of Prescott, and others.

FORT COULONGE, ONT. Quinze Electric Co., applying for incorporation; capital \$50,000; to build and operate works for the production of electricity; applicants, John Bryson, of this town, J. M. McDougall, of Hull, and others.

DUNDAS, ONT.—Valley City Seating Co., incorporated; capital \$50,000; to manufacture furniture; incorporators, R. T. Wilson, J. D. Pennington, George Anderson, J. J. Steele and J. B. Grafton, of Dundas, and J. D. Evans, of Hamilton.

MONTREAL, QUE.—Stadacona Water and Light Company, applying for incorporation; capital \$40,000; to build aqueducts and supply water and light to towns and villages. — The Pratte Piano Company, seeking incorporation; capital \$200,000; to manufacture musical instruments; applicants, Hon. Alph. Desjardins, Joel Leduc, G. J. Shepherd and others. — Canadian Fire Extinguisher Co., applying for incorporation; capital \$50,000; applicants, J. S. Bosquet, banker, Moses Davis, broker, and others.

BUSINESS NOTES.

Williams Bros., builders, Toronto, have dissolved partnership.

N. Gauthier & Co., builders, Montreal, are offering to compromise at 25 cents on the dollar.

Laesser & Sprague, painters, Windsor, Ont., are said to be asking for an extension of time.

SOLDERING WITHOUT HEAT.

Soldering without heat, commonly called cold soldering, is a process not only possible but common, and, after the first preparation, is exceedingly simple. The process given has many uses for soldering all articles which cannot be got at with either copper or a blow-pipe. The process of cold soldering can be extended even to soldering two faces of dirty cast-iron together. It may be done on blocks of any size without the slightest assistance, so far as heating is concerned, by the following process: Although the first preparation is tedious, a large quantity of the material can be made at once, and the actual process is simple and quick. Flux: one part of metallic sodium to fifty or sixty parts of mercury. This must be kept in a stoppered bottle, closed from the air. It has the property of amalgamating (equivalent to tinning by heat) any metallic surface, cast iron included. Metallic sodium alloys with mercury by cautiously triturating the materials in small quantities at a time, in a Wedgewood mortar. If it be too much trouble to make, the sodium amalgam can be bought ready made from any chemist or dealer in reagents.

Solder: Make a weak solution of sulphate of copper (about ten oz. to one qt. of water). Precipitate the copper by rods of zinc; wash the precipitate two or three

times with hot water; drain the water off, and add for every three oz. of precipitate six oz. or seven oz. of mercury; add also a little sulphuric acid, to assist the combination of the two metals. The finely divided copper combines with the mercury, and they form a paste, which sets intensely hard in a few hours; and, while soft, this paste should be made into small pellets, which harden, and has the property of softening by heat and again hardening in a few hours. When wanted for use, heat one or more of the pellets until the mercury oozes out from the surface in small beads, shake or wipe these off, and rub the pellet into a soft paste in a small mortar, or by any other convenient means, until it is as smooth and soft as painters' white lead. This, when put on the surface amalgamated by the sodium and mercury, adheres firmly and sets perfectly hard in about three hours. The joint can be parted, if necessary, either by a hammer and cold chisel or by a heat about sufficient to melt plumbers' solder.

There are in Germany ten technical colleges, frequented by 6,434 students, who are taught by 535 professors, tutors, &c. The cost per annum of these establishments is 2,539,000 marks, so that the annual fee per student averages about £20, or rather less. Munich heads the list in point of numbers with 1,180 students; then comes Berlin, with 1,027; Hanover, with 746; Berlin (trades), 692; Dresden, 661; Aix-la-Chapelle, 605; Carlsruhe, 588; Stuttgart, 543; Darmstadt, 213; and Brunswick, 179. In Austria there are seven such colleges, with 345 professors and 4,073 students, that at Vienna alone accommodating 1,545, or more than one-third. France has only three, with 155 professors and 1,175 students; but little Belgium has six, with sixty-six masters and 693 pupils. Italy can boast of nine technical colleges, with 157 teachers and 2,113 students, of whom, however, 779 are at the universities where the civil engineer diplomas are conferred.

MUNICIPAL DEPARTMENT.

THE MANUFACTURE AND USE OF PAVING BRICK.

(Continued.)

The large majority of specifications for paving brick are entirely inadequate. They are vague and often meaningless. It should be remembered that each additional requirement cuts out certain classes of brick, lessens the competition and in that way, and by reason of the extra cost in the manufacture of a higher grade article, increases the price of the finished pavement. It must also be observed that with the present demand for paving brick and the state of the manufacture in many places where factories have been recently established it will often be impossible to obtain brick which will fall within the higher limit herein named. Hence, the engineer should assure himself of the best quality of brick which can be obtained in sufficient quantities for his use, before adopting specifications calling for any particular grades of paving brick.

The use of brick for paving in the United States has been confined to the last two decades. Its first use was in Charlestown, W. Va., and at Bloomington, Ill., about twenty years ago. From these points, with their small beginnings, its use has spread until at present it is one of the most popular and widely used of all paving material. A discussion of the principles that underlie brick paving would be a discussion of the principles of all paving. This material simply offers a surface covering, smooth and even, but not slippery, durable, economical and highly sanitary. It must be laid on a foundation drained and prepared as for all pavements. Beyond this the success of the pavement depends on the proper selection of the material. With poor material it will prove a failure, as has been shown by the attempt to utilize common

building brick at Nashville, Tenn., and elsewhere. With proper material it is an established success, and is destined, with the improvement in manufacture and the bettering and cheapening of the product thereby, to rank first in economy and availability of all paving material. In the majority of places it offers a possible local industry, when the availability of the local geological resources are better known and appreciated, and the different methods of utilizing them in manufacturing are more thoroughly understood. In first cost the pavement depends on the nearness of the manufactories and the local resources suitable for foundation.

For light traffic the fragmentary materials (rubble, gravel, sand, etc.) or sand with a layer of brick laid on their side, or six inches of concrete, make good foundations, the selection depending on local resources. For medium traffic nine inches of stone or gravel, or six inches of gravel or stone, with a layer of brick laid on their sides, bedded in sand, or six inches of concrete, will give good results. For heavy traffic the stone or gravel should be at least one foot in thickness, or the concrete at least nine inches. All sub-foundations which are retentive of water should be properly and thoroughly drained. In the average city the network of pipes and conduits laid below the street surface is the cause of frequent disturbances of the pavement, which is often the leading factor in its destruction. The facility with which pavements can be taken up and replaced becomes, under such circumstances, quite important. In this, brick pavement is second to none. The brick, being uniform in size and shape can be returned to their places by unskilled labor, an important point in smaller towns and cities. This is especially true if the fragmentary foundations are used, and if sand only is used in the joints. Whether either coal tar or cement grout is used in the joints, the bricks taken up are difficult and often impossible to clean, and new material has to be substituted. With sand in the joints, the old material is readily cleaned, and the sand, in two weeks' time after laying, renders the pavements as impervious to the seepage of surface waters, as the tar or cement. The durability of brick pavements is a subject open to enquiry, for the limited time they have been in extensive use has been too short to answer this from practical experience. The destruction of a pavement results from (1) the crushing by the wheel load; (2) the abrasion by friction of passing vehicles and the slipping of horses' shoes; (3) the impact due to the passage of loads over a rough surface, and the impact from the shoes of horses. The smoothness of the brick will, in the opinion of the writer, more than overcome the difference in abrasive resistance of the granite. The writer estimates the life of first-class brick pavements to be: For light traffic, 35 to 50 years; for medium traffic, 20 to 25 years; for heavy traffic, 10 to 15 years.

WIDTH OF THE ROADWAY.

The traveled part of the road should be of uniform width, and the two sides should be parallel if possible, says the Brickmaker. Sometimes a width of 10 feet will be enough, but 16 feet is about right where much travel is to be provided for. In some parts of the country, where the width of the highway between fences has been fixed at 40 feet or more, the roadmaker is often tempted to make the wagon way 18 or 20 and in some cases even 24 feet wide, but unless special reason exists in certain localities, it is a waste of time and labor to construct this extra width and a perpetual expense to keep it in repair.

In the vicinity of large towns, where the wagon travel is great, and in approaching railway stations where much hauling is done, it may be necessary to make the width greater than 18 feet, but in most cases where the traffic is so important as to require an increased width it will be good economy to abolish the dirt road and substitute a good vitrified brick pavement even at the greater first cost.

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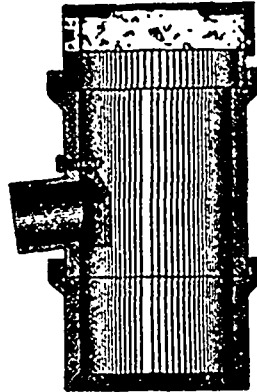
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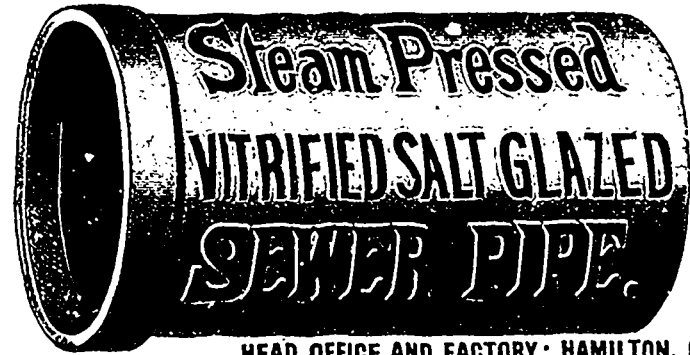
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AND

WATER PIPES.

INVERTS

Fire Brick Sewers

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... FOR ...
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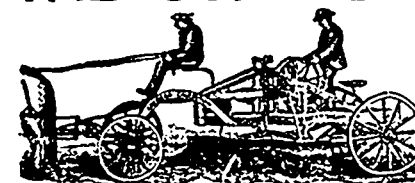
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Tension members forged without welds. Riveting
done by hydraulic or compressed air machines.
Specialties: Good workmanship and strict adherence
to specifications and drawings.
CAPACITY: 2,000 TONS PER ANNUM.

Prices of Building Materials.

CONDITION OF THE MARKET.

TORONTO: The improvement noted in the hardware
business has been maintained, and numerous orders are
reported from the upper lakes, to be shipped by boat-
before the close of navigation. Trade has fallen off in
plumber's supplies, window glass and paints and oils
Galvanized iron is moving freely, and prices are being
well maintained at \$4.25 for 28 gauge. A few ton lots
of lead pipe have changed hands during the past week,
but in general the demand is only for small quantities.
Cement quotations are unchanged.

MONTREAL: The market for builders' supplies re-
mains quiet, and no renewed activity is looked for until
the spring. Small lines of hardware are moving freely,
and travellers report a brighter feeling among the
country dealers. The arrivals of cement at this port for
the week ending November 23 were 5,700 casks of
English brands, which completes the importations for
the present season of navigation. Business is quiet; and
no large sales are reported. Firebricks are reported in
good demand at prices quoted below. Glass is steady.
Galvanized iron, lead and iron pipe, and cut nails re-
main unchanged.

LUMBER.

CAR OR CARGO LOTS.

Toronto.		Montreal.	
\$	\$	\$	\$
1 1/2 to 2 clear picks, Am ins.	33 00 @ 36 00	40 00 @ 45 00	
1 1/2 to 2 three uppers, Am ins.	37 00	40 00	45 00
1 1/2 to 2, pickings, Am ins.	26 00	27 00	30 00
1 inch clear		52 50	60 00
1 x 10 and 12 dressing and 1 better	20 00	22 00	18 00
1 x 10 and 12 mill run	16 00	17 00	19 00
1 x 10 and 12 dressing	20 00	22 00	18 00
1 x 10 and 12 common	13 00	14 00	8 00
1 x 10 and 12 spruce culls	10 00	11 00	10 00
1 x 10 and 12 culls	9 00	10 00	9 00
1 inch clear and picks	28 00	32 00	33 00
1 inch dressing and better	20 00	22 00	18 00
1 inch siding, mill run	14 00	15 00	14 00
1 inch siding, common	12 00	13 00	12 00
1 inch siding, ship culls	11 00	12 00	10 00
1 inch siding, mill culls	9 00	10 00	8 00
Cull scantling	8 00	9 00	8 00
1 1/2 and thicker cutting up plank	24 00	26 00	22 00
1 inch strips, 4 in to 8 in, mill run	14 00	15 00	14 00
1 inch strips, common	11 00	12 00	11 00
1 1/2 inch flooring	16 00	17 00	14 00
1 1/2 inch flooring	16 00	17 00	14 00
XXX shingles, sawn, per M	2 50	2 60	2 60
XX shingles, sawn	1 50	1 60	1 70
Lath	2 40		

VAID QUOTATIONS.

Mill cull boards and scantling	10 00	10 00
Shipping cull boards, prom- iscuous widths	13 00	13 00
Shipping cull boards, stocks	16 00	16 00
Hemlock scantling and joist up to 16 ft.	11 00	12 00
Hemlock scantling and joist up to 18 ft	12 00	13 00
Hemlock scantling and joist up to 20 ft.	13 00	14 00
Cedar for block paving, per cord	5 00	5 00
Cedar for Kerbing, 4 x 14, per M.	14 00	14 00
Scantling and joist, up to 16 ft	14 00	14 00
18 ft	15 00	15 00
20 ft	16 00	16 00
Scantling and joist, up to 22 ft	17 00	17 00
24 ft	19 00	19 00
26 ft	20 00	21 00
28 ft	22 00	23 00
30 ft	24 00	25 00
32 ft	27 00	27 00
34 ft	29 50	29 50
36 ft	31 00	31 00
38 ft	33 00	33 00
44 ft	34 00	36 00
Cutting up planks, 1 1/2 and thicker, dry	25 00	28 00
Cutting up planks, 1 1/2 and thicker, board	18 00	24 00
B. M.		
1 1/2 in. flooring, dressed, F.M.	26 00	28 00
1 1/2 inch flooring, rough, B.M.	18 00	22 00
1 1/2 " dressed, F.M.	25 00	28 00
1 1/2 " undressed, B.M.	18 00	22 00
1 1/2 " dressed	18 00	20 00
1 1/2 " undressed	12 00	15 00
Beaded sheeting, dressed	20 00	22 00
Clapboarding, dressed	12 00	12 00
XXX sawn shingles, per M	2 60	2 70
Sawn lath	2 50	2 60
Cedar	2 90	2 90
Red oak	30 00	40 00
White	37 00	45 00
Basswood, No. 1 and 2	28 00	30 00
Cherry, No. 1 and 2	70 00	70 00

Toronto. Montreal.

White ash, No. 1 and 2	34 00	35 00	30 00	35 00
Black ash, No. 1 and 2	20 00	30 00	18 00	30 00
Dressing stocks	16 00	22 00	16 00	22 00
Picks, American inspection	30 00	40 00	30 00	40 00
Three uppers, Am. inspection	50 00	50 00		

BRICK—M

Common Walling	6 50	6 00
Good Facing	8 00	8 50
Sewer	8 50	8 50

Pressed Brick, Per M:

Red, No. 1, f.o.b. Beamsville	16 00	
" " 2	14 00	
" " 3	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 (each)	20	
Ridge Tile	60	

Red "A" f.o.b. Don Valley	18 00	25 00
Red "B" " "	16 00	20 00
Red "C" " "	13 00	17 00
Trojan and Corinthian	24 00	28 00
Pompeian	22 00	29 00
Athenian and Egyptian	25 00	31 00
Tyrian	35 00	41 00
Sicilian	40 00	45 00
Roman	35 00	40 00
Carthaginian	40 00	45 00
Ornamental	30 00	100 00

1st quality, f.o.b. at Port Credit and	14 00	18 00
2d " " "	12 00	15 00
3d " " "	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	14 00	14 00
Large flat Rubble, per toise, delivered	18 00	18 00
Foundation Blocks, per c. ft.	50	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; size 9 in., per ft.				25
Moat Freestone			70	80
Thomson's Gatelawbridge, cu. ft.			75	80

Credit Valley Rubble, per car of 15 tons, at quarry	8 00	
Credit Valley Brown Cours- ing, up to 10 inch, per sup- yard, at quarry	1 75	
Credit Valley Brown Dimen- sion, per cu. ft. at quarry	60	
Credit Valley Grey Coursing, per superficial yard	1 50	2 00

Credit Valley Grey Dimen- sion, per cubic foot	60	75
Madoc Rubble, delivered, per toise	14 00	14 50
Madoc dimension floating, f. o. b. Toronto, per cubic ft.	30	32

Ohio Freestone, No. 1 Blue Promiscuous f.o.b.	60	
No. 1 Blue Dimension	85	
No. 1 Buff Promiscuous	65	
No. 1 Buff Dimension	85	

The above prices means freight and duty paid.		
2 in. sawed flagging per sq. ft.	11	
2 1/2 " " " "	13 1/2	
3 " " " "	16 1/2	
4 " " " "	22	
5 " " " "	27 1/2	
6 " " " "	33	

Duty to be added to these prices.		
Quebec and Vermont rough granite for building pur- poses, per c. ft. f.o.b. quarry	33	1 50
For ornamental work, cu. ft.	35	2 00
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 (per square)		
" red	18 00	20 00
" purple	9 00	10 00
" untinting green	8 50	6 00
" black	8 00	7 50
Terra Cotta Tile, per sq.	25 00	
Ornamental Black Slate Roof- ing	8 00	

PAINTS. (In oil, per lb.)

White lead, Can., per 100 lbs.	6 25	5 50	6 00	6 25
" zinc, Can., " "	6 50	7 50	7 50	8 00
Red lead, Eng.	4 00	5 00		6
" venetian, per 100 lbs.	1 60	1 75	1 60	1 75
" vermilion	90	1 00	90	1 00
" Indian, Eng.	10	12	10	12
Yellow ochre	5	10	4	6
Yellow chrome	15	20	15	20
Green, chrome	7	12	7	12
" Paris	10	25	20	20
Black lamp	15	25	12	25
Blue, ultramarine	15	20	12	18
Oil, linseed, raw, & Imp. gal.	34	39	63	65
" " boiled	57	63	66	68
" " refined	78	85	75	75

Putty	2 1/2	2 1/2	2 1/2	2 1/2
Whiting, dry, per 100 lbs.	75	1 00	60	75
Paris white, Eng., dry	90	1 25	90	1 10
Litharge, Eng.	4	5	6 1/2	8
Sienna, burnt	10	15	12	15
Umber	8 1/2	12	12	15

CEMENT, LIME, etc.

Cement, Portland, per bbl.	2 25	2 50	3 50
" German	1 25	2 65	2 85
" London	2 50	2 75	2 45
" Newcastle	2 50	2 05	0

Toronto. Montreal.

Cement, Belgian, per bbl.	2 30	1 80	2 03
" Canadian	2 30	2 25	2 30
" Roman			2 75
" Parian	4 50	4 75	4 50
" Superfine	6 50	7 00	6 50
" Thorold		1 50	
" Queenston		1 50	
" Napance		1 50	
" Hull		1 50	

Keene's Coarse "Whites"	4 50	4 50	4 75
Calced plaster, per barrel		1 55	1 70
Fire Bricks, Newcastle, per M	23 00	30 00	16 50
" Scotch	23 00	30 00	24 00

Lime, Per Barrel, Grey	30	
" White	40	
Plaster, Calced, N. B.	2 00	
" N. S.	2 00	
Hair, Plasterers', per bag	80	1 00

HARDWARE.

Cut nails, 5cd & 6cd, per keg	2 40	2 25
Steel " " "	2 50	2 35

CUT NAILS, FENCE AND CUT SPIKES.		
40d, hot cut, per 100 lbs	5	5
30d, " "	10	10
20d, 16d and 12d, hot cut, per 100 lbs.	15	15
10d, hot cut, per 100 lbs.	20	20
8d, 9d, " "	25	25
6d, 7d, " "	40	40
4d to 5d, " "	60	60
3d, " "	1 00	1 00
2d, " "	1 50	1 50

4d to 5d cold cut, not polished or blueed, per 100 lbs.	50	50
3d to 5d cold cut, not polished or blueed, per 100 lbs.	90	90

FINE BLUED NAILS.		
3d, per 100 lbs.	1 50	1 50
2d, " "	2 00	2 00

CASING AND BOX, FLOORING, SHOOK AND TOBACCO BOX NAILS.		
12d to 30d, per 100 lbs.	50	50
10d, " "	60	60
8d and 9d, " "	75	75
6d and 7d, " "	90	90
4d to 5d, " "	1 10	1 10
3d, " "	1 50	1 50

FINISHING NAILS.		
3/4 to 2 1/2 inch, per 100 lbs.	85	85
2 to 2 1/2 " " "	1 00	1 00
1 1/2 to 2 " " "	1 15	1 15
1 1/4 to 1 1/2 " " "	1 35	1 35
1 1/2 " " "	1 75	1 75
1 " " "	2 25	2 25

SLATING NAILS.		
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