

CANADIAN CONTRACT RECORD

*A Weekly Journal of Engineering, Public Works,
Tenders, Advance Information and Municipal Progress*

This Paper Reaches Every Week the Town and City Clerks, Town and City Engineers, County Clerks and County Engineers, Leading Civil Engineers and Contractors throughout Canada, and Purchasers of Municipal Debentures.

VOL. 17.

TORONTO, MONTREAL — OCTOBER 31, 1906 — WINNIPEG, VANCOUVER

No. 35

THE CANADIAN CONTRACT RECORD PUBLISHED EVERY WEDNESDAY

As an intermediate Edition of the Canadian Architect and Builder.

THE C. H. MORTIMER PUBLISHING COMPANY
of Toronto, Limited.

Subscription Price, \$2 per annum, payable in advance.

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DEBENTURES FOR SALE

Sealed tenders will be received up to noon of WEDNESDAY NOVEMBER 7TH, 1906, for the purchase of \$7,000 Debentures of the town of Oshawa, dated September 21st, 1906, bearing interest at 4½ per cent. per annum and repayable at the office of the Treasurer, Oshawa, in 30 equal annual installments of principal and interest.

The highest or any tender not necessarily accepted.

THOS. MORRIS,
Town Clerk.

Oshawa, October 29th, 1906.

TOWN OF PRESTON WATER- WORKS

PUMPING MACHINERY AND WATER TOWER

Tenders will be received by the undersigned for the supply of Pumping Machinery for the Preston Water Works up to 6 p.m. MONDAY, NOVEMBER 27TH, 1906, and for the construction of a Steel Water Tower up to 6 p.m. THURSDAY, NOVEMBER 15TH, 1906.

Plans and specifications may be obtained from the Engineers, Davis & Johnston, Berlin and Galt.

The lowest tender not necessarily accepted.
C. R. HANNING,
Town Clerk.

TENDERS

will be received until noon, SATURDAY, NOVEMBER 10, for the erection of a Brick and Stone House on St. Clair Ave.

No tender necessarily accepted.

GORDON & HELLIWELL, Architects,
Confederation Life Building,
Toronto.

ARCHITECT AND SURVEYOR desires engagement. Thoroughly competent, energetic, capable and reliable. Good draughtsman with wide experience of all classes of work. Plans, details and perspectives, specifications and quantities, surveying and levelling. Age 26. Good references and specimens on application to R. GEO. ROBERTS, 2 Tithe Barn Road, Stafford, England.

TO CONTRACTORS

Separate or bulk tenders addressed to the undersigned (and marked "Tenders") will be received up to 12 o'clock noon 12TH NOVEMBER, 1906, for the several trades work required in the erection and completion of a Collegiate Institute Building in the town of Picton, Ontario. Plans and specifications may be seen at the office of William Newslands, Esq., architect, Kingston, and at the office of the Secretary of High School Board, Picton. Lowest or any tender not necessarily accepted.

Picton, October 17, 1906.

T. BOG,
Secretary.

Town of Selkirk MANITOBA

Separate or bulk tenders will be received by the undersigned up till noon of the 12TH OF NOVEMBER NEXT, for the following works:

1. The supply of Vitrified Sewer Pipe f.o.b. Selkirk in carload lots, of sizes running from 9 inches to 44 inches in diameter. Tenders to state prices of Y junctions for various sized pipes and slants for connections to concrete sewers.

2. The excavation and refilling of sewer trenches providing material, constructing concrete sewers, manholes and catch basins, the town supplying the ironwork and tile slants, the delivery and laying of vitrified sewer pipe. Plans, profiles and specifications can be seen at the office C. A. Millican, C. E., 433 Main Street, Winnipeg, and at this office on and after 1st November.

A marked cheque for 5 per cent. of the amount to accompany each tender. The lowest or any tender not necessarily accepted.

By order, (signed) THOS PARTINGTON,
Secretary-Treasurer.
Town Hall, Selkirk, October, 1906.

George McFadden, painter, Lindsay, Ont., has assigned to J. H. Sootheram.

The new premises of M. Beatty & Son, Welland, Ont., are well under way, most of the structural work on the building being completed. When finished this plant will be one of the most up-to-date in Canada.

CONTRACTS OPEN.

WINDSOR, ONT.—A large addition to Hotel Dieu is being considered.

HUMBOLT, SASK.—The Massey-Harris Co., will erect a large track warehouse here.

SYDNEY MINES, N. S.—Local capitalists are considering the erection of a skating rink here.

PORTSMOUTH, ONT.—It is understood that the Lakeview Hotel recently burned will be rebuilt.

ST. PAULIN, QUE.—The St. Leon Waters Limited Co., purpose erecting a large hotel at the springs.

BELLEVILLE, ONT.—The Lehigh Portland Cement Co., will erect a large cement plant at Point Ann.

MOOSE JAW, SASK.—Elsom & Wheelock have decided to erect a large distributing warehouse here.

SASKATOON, SASK.—John Hachsen, of the brewery company will erect a residence near the new brewery.

PORT ARTHUR, ONT.—The steel company of Sydney, N.S., are considering the establishment of a plant here.

HESPELER, ONT.—A by-law was carried last week, to loan \$15,000 to the Hespeler Machine & Tool Co., to locate here.

ST. MARYS, ONT.—It is stated that the G. T. R. have purchased a site, corner Queen and James streets, for a new station.

QUEBEC, QUE.—It is reported that plans have been prepared for three story depot for the Quebec Railway, Light & Power Co.

NORTH BATTLEFORD, SASK.—The town has engaged Will's Chipman, C. E., Toronto, to report on a scheme of waterworks.

ROSTHERN, SASK.—Geo. Braden will receive tenders up to November 15th for purchase of \$3,000 five per cent. debentures.

HIGH VIEW, SASK.—J. A. Dorrance is calling for tenders for erection of a school house in section 23-11-3, High View, S. D.

SOUTH END, ONT.—C. F. Munro, reeve, will receive tenders up to November 3rd for purchase of \$3,000 4½ per cent debentures.

PRINCE ALBERT, SASK.—A foundry company are negotiating with the City Council regarding the establishment of a foundry here.

NELSON, B. C.—Tenders will be received by the manager of the Canadian Bank of Commerce for erection of a bank building here.

KENTVILLE, N.S.—J. Carroll, town clerk, will receive tenders up to October 31st for purchase of \$9,000 sewerage debentures.

OSHAWA, ONT.—T. Morris, town clerk, will receive tenders up to November 7th for purchase of \$7,000 4½ per cent town debentures.

WATERLOO, ONT.—The Town Council have resolved that a by-law be voted on to raise \$23,000 to extend and improve the sewer farm.

GRAND FORKS, B. C.—J. A. McCallum, city clerk, will receive tenders up to November 30th for purchase of \$4,000 city debentures.

ST. THOMAS, ONT.—Jas. A. Bell, city engineer, will receive tenders up to October 31st for kalsomining and painting interior of city hall.

GODERICH, ONT.—Warriner Bros. have purchased the site of the old marble works, on Hamilton street, on which they will erect a modern bakery.

DIGBY, N.S.—A New York company have purchased the lands of the Gaspereaux Lumber Co., and intend erecting a pulp mill on the Gaspereaux river.

CHILLIWACK, B. C.—The by-law has been carried to give the B. C. Electric Railway Co. the franchise to operate a New Westminster-Chilliwack line.

BIRD'S HILL, MAN.—H. I. Thompson will receive tenders up to November 1st for construction of a concrete culvert at Chandler's Creek, St. Paul municipality.

CHARLOTTETOWN, P. E. I.—L. B. McMillan, Secretary of Public Works, has taken tenders for repairing Scott's bridge, Bannockburn road, Queen's county.

STE. SCHOLASTIQUE, QUE.—Hon. W. A. Weir, Minister of Public Works, visited the town in connection with the request for a new court house for Terrebonne district.

STELLARTON, N.S.—Hattie Brothers have purchased a site for their new carriage factory.—Thompson & Sutherland, New Glasgow, have purchased a site for a large building.

GALT, ONT.—The Town Council have approved of granting a franchise to the Dominion District Steam Heating Co., to construct and operate works here for supply of light, heat and power.

LETHBRIDGE, ALTA.—The Medicine Hat Woollen Mills Co., have taken tenders for the erection of a brick mill building for the Lethbridge Woollen Mill Co., J. A. Macdonald, architect.

BRAMPTON, ONT.—Willis Chipman, C. E., Toronto has been appointed chief engineer of the proposed sewerage scheme.—The Town Council intend having plans for the new music hall prepared at once.

FORT WILLIAM, ONT.—The by-law to extend the water system to Loch Lomond, cost \$150,000, has been carried. The by-law to build a steel bridge over the Kaministiquia river, cost \$141,000 was defeated.

WOODSTOCK, ONT.—Surveys have been made for a proposed C. P. R. line between this town and Brantford.—The Minister of Public Works has this week taken tenders for the erection of barn and stables at the Hospital for Epileptics.

PEMBROKE, ONT.—The Town Council give notice of their intention to construct sewers in Prince, Doran and Herbert streets.—The Royal Bank have purchased a site, corner Pembroke and Prince of Wales streets, for a modern bank building.

WILKESPORT, ONT.—W. H. McGhee will receive tenders up to Nov-

ember 3rd for construction of the new Whitehead tap drain, and for improvement of a portion of the old drain and part of Grape Run, in Sombra and Chatham Townships.

MEDICINE HAT, ALTA.—Tenders will be received by the secretary-treasurer up to November 5th for erection of a water purification building. Plans with City Engineer.—The Calgary Presbytery have decided to establish a new church in the north part of the city.

OWEN SOUND, ONT.—The Adam Beck Co., of London, have been inspecting sites here for a large factory building which they intend erecting on the Georgian Bay.—Knox church congregation have purchased a site on Baker street for a new Sunday school building, for which plans will soon be prepared.

PETERBORO, ONT.—The Young Conservative Club are considering the erection of a three story building, for stores, club rooms, etc.—The Royal Bank have secured premises in the Bank of Commerce block which they will have remodelled for their use.

CALGARY, ALTA.—It is stated that J. D. King & Co., boot and shoe manufacturers, will establish a branch here.—Bow River lodge and Perfection lodge have purchased a site, corner Seventh avenue and First street, for a Masonic lodge building to cost \$50,000.—The J. H. Ashdown Co. have decided to erect a large three story warehouse here.

TORONTO JUNCTION, ONT.—Plans have been prepared by Ellis & Connerly, architects, Toronto, for a dwelling for T. Tennant.—Building permits have been issued as follows: William Gourtie, one store and two dwellings, brick veneer, Weston road, \$3,600; J. W. Hoover, two-story brick house, Franklin avenue, \$1,200.

ST. JOHN, N.B.—The St. John Railway Co., will receive tenders up to November 2nd for erection of car stable on Union street. Plans with F. N. Brodie, architect, 42 Princess street.—The Seamen's Mission board have decided to purchase a site in the west end for a new building for that organization, to cost \$15,000.

HAMILTON, ONT.—The directors of the Y.M.C.A. propose to erect a four story building, 70 by 120 feet, as a boys' department, cost \$30,000.—The Alexandra Pavillion & Rink Co., intend erecting a large rink on the site of the old Alexandra rink.—Mr. Barrow has reported on a sewer system for the east end annex, to cost \$125,000.

REGINA, SASK.—The School Board have decided to erect an eight room school north of the track, cost from \$30,000 to \$40,000.—Plans have been prepared for the new warehouse on Dewdney street for the International Harvester Co., the building to be three story, brick, 80 by 200 feet. Work of construction will soon begin.

NEW WESTMINSTER, B. C.—A site has been purchased on Carnavon street for the new plant of the Dominion Pipe Co.—The City Council are considering the construction of concrete walk on Columbia street.—Joseph Armstrong intends extending his block on Columbia street, back to Clarkson street.—The Board of Managers of Columbian College have decided to erect a gymnasium in connection with that institution.

VICTORIA, B.C.—Sedger & Pownall, architects, will receive tenders up to October 31st for erection of a bungalow on Richardson street for Col. Herchmer.—It is understood that the site, corner Yates and Douglas streets, has been purchased for a new building for the Merchants Bank of Canada.—The by-law to raise \$300,000 for proposed improve-

ments in water system has passed the City Council and will be voted on November 1st.

MONTREAL, QUE.—The Sailors' Institute is to be remodelled and extensive additions built on an adjoining site, cost \$50,000.—The Fire Committee are considering the supply of light, water and fire protection to Rosemount and other newly annexed municipalities.—Rodden & Egg, architects, have prepared plans for the new Turkish bath house, on Dorchester street building to be three story and basement, cost \$100,000.

VANCOUVER, B.C.—A by-law will be voted on November 20th to provide for an addition to Lord Roberts school, cost \$40,000.—Building permits have been granted as follows: A. E. Carter, addition to Y.M.C.A. building, cost \$3,500; W. Acorn, dwelling, Sixth avenue, cost \$1,500; B. C. Market Co., storage plant and store, Alexander street, cost \$25,000.—It is reported that American capitalists are considering the erection of a large brewery near Hastings.

MONCTON, N. B.—Tenders will be received by D. Pottinger, general manager I. C. R., up to November 3rd for double tracking cotton factory branch, track laying in new yard between Kempt road and Windsor street, building a 36-stall engine house and removal and dredging out of pier No. 9, all at Halifax, N. S. Plans with Terminal Agent, Halifax, with Secretary, Department of Railways and Canals, Ottawa, Ont., and with Chief Engineer here.

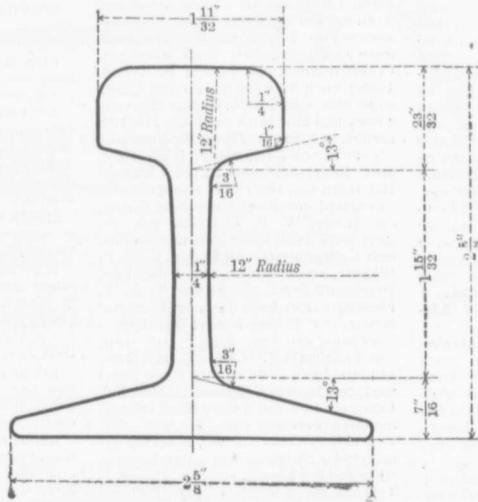
WINNIPEG, MAN.—The Fire, Water and Light Committee will receive tenders up to November 5th for supply of two 250 h. p. water tube steam boilers for city waterworks.—The Women's Hospital Aid Society have agreed to build a convalescent home in connection with the hospital.—P. Lechtzier has purchased a site, corner King street and Dufferin avenue, for a large hotel and apartment block.—S. Mulvey has taken tenders for installing a hot water system of heating in School Board office.—The Dunlop Tire Co. intend establishing a branch factory here.—It is understood that the new terminal station for G. T. P. R. and C. N. R. will face on Main street and extend one third of length between Water and Assiniboine street.

EDMONTON, ALTA.—Building permits have been granted as follows: A. York dwelling, Thirteenth street, \$2,000; Great West Saddleby Co., addition to building, \$5,000; C. Cowan, dwelling, Richard street, \$1,400; A. Thorgrinson, dwelling, Syndicate street, \$2,500; Speers & McAfee, dwelling, Fourth street, \$1,200; Thos. Kennedy, dwelling, Sixth street, \$1,500; Agar Bros., hardware store, Namayo street, \$5,000; Edmonton Ice Company, ice house, Curry street \$2,400; John Somerville, three-story brick and stone building with cement basement, cost \$28,000; W. A. Logan, residence, Eight street, cost \$5,000; J. Fitzgerald, store First street, cost \$2,500; Justice E. Lake, Namayo street, cost \$2,000.

TORONTO, ONT.—Ellis & Connerly, architects, are preparing plans for a residence on Palmerston boulevard for W. O. Forsyth.—Same architects have prepared plans as follows: A dwelling on Palmerston boulevard for H. Hudson; dwelling at Toronto Junction for T. Tennant; pair of houses on Muir avenue for Mr. Fuller; house for Mr. Doust.—The Consumers' Gas Co. intend erecting new retort house, purifying house, cokehouse, boiler-house, meter-house and condenser, cost \$1,000,000.—Orr Bros. contemplate erecting a large building at 39 Queen street east, to extend through to Richmond street.—Hunter, Rose & Co. have purchased a site on Sheppard street for a

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Dundonald street, cost \$13,500; T. A. Mix, 2 story brick dwelling, 75½ Beaconsfield avenue, cost \$2,500; Henry Cawthra Estate, 2 story brick alterations to dwelling, 132 St. George street, cost \$1,500; W. O. Forsythe, 2 story and attic brick dwelling, Palmerston boulevard, cost \$5,500; Deeth & Sons, 2 story brick store and dwelling, corner Montrose avenue and Arthur street, cost \$2,300; Mrs. J. E. Murphy, 2 story and attic brick dwelling, 10 Rowanwood avenue, cost \$8,000; Geo. C. Craig, 2 story and attic brick store and dwelling, Bloor street, near Lansdowne avenue, cost \$4,500; Love Bros., 2 pair 2½ story brick dwellings, Bain avenue, cost \$12,000; Love Bros., 2 pair 2½ story brick dwellings, Victor avenue, cost \$12,000; Herbert Glover, pair 2 story brick dwellings, Muir avenue, cost \$4,000; Joseph Price, 2 story brick dwelling and workshop, 363 Spadina avenue, cost \$4,500; G. A. Weismiller, 2½ story brick dwelling, Lansdowne avenue, cost \$5,000; W. Field, 2 story and attic brick store and dwelling, College street, near Montrose avenue, cost \$4,700; C. W. Chadwick, three 2 story and attic brick dwellings, Crawford street, cost \$9,000; R. White, 3 story brick store and dwelling, 84 Queen street east, cost \$2,800; George Hogarth, 2 story and attic brick dwelling, Hogarth avenue, cost \$3,500; Harry Weinert, pair 2½ story brick dwellings, William street, near Anderson, cost \$4,500; Stewart Hartshorn Co., two 1 story storage sheds, corrugated iron, River street, near Queen, cost \$4,000; W. B. Chilton, pair 2½ story brick dwellings, Gladstone avenue, near College street, cost \$5,000; Chas. F. Wagner, 2 story and attic brick dwelling, Dundonald street, cost \$4,000; T. A. F. Fleming, 2 story brick dwelling, Bouslead avenue, cost \$2,500; Robert Northey, 2 story brick dwelling, Forest Hill road, cost \$9,000; Dr. J. H. Hamilton, 2 story and attic brick dwelling, 220 Bloor street west, cost \$5,000; Chapman Double Ball Bearing Co., 1 and 2 story brick factory, Soraraen avenue, cost \$10,000.—Mr. Reynold, 77 Victoria street, is asking for tenders for plumbing, hot water heating, stone and brick work, etc., for a house.—Tenders are wanted at 567 Bathurst street for brick work on a pair of houses.—The plans for the new Normal school buildings will be altered with a view to reducing the cost, so that it will not exceed \$50,000 each.

FIRES.

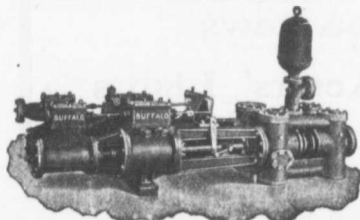
Storage sheds of Regina Paving Block Co., Regina, Sask., damage \$2,000.—Residence of M. Hemingway, Unionville, Ont., loss \$5,000.—Ore Hill five stamp mill, near Ymir, B. C., loss \$7,000.—Plant of Wm. Davis Co., Front and Beachell streets, Toronto, damage \$6,000. Bank head and machine shop of Reserve Mine of Dominion Coal Co., near Glace Bay, N. S., loss \$5,000.—Wash house at Michel, B. C., completely destroyed, loss \$5,000.—Plant of Construction & Paving Co., North Toronto, damage \$35,000.—Lakeview Hotel, at Portsmouth, Ont., loss \$4,000.—Imperial Hotel, Canora, Sask., loss \$12,000.—Hotel Venise and other buildings, River du Loup, Que., loss \$10,000.—Power plant, cutting machinery and building at Mickle, Dymont & Son's woodyard, Barrie, Ont., loss \$2,000.—Building of Dymont Foundry Co., Barrie, Ont., loss \$80,000.

CONTRACTS AWARDED.

WEYBURN, SASK.—\$5,000 town debentures: Nay, Anderson & Co., Regina, purchasers.
 PINCHER CREEK, ALTA.—\$10,000 town debentures: Union Bank of Canada, purchasers.
 MILESTONE, SASK.—\$11,000 school debentures: Nay, Anderson & Co., Regina, purchasers.
 SWAN LAKE, MAN.—\$7,000 school debentures: Nay, Anderson & Co., Regina, purchasers.
 MOUNT FOREST, ONT.—Extension of waterworks system: J. P. Noonan, successful tenderer, at \$3,490.
 HAWKSHAW, N.B.—Construction of substructure of bridge: Whitman Brewer, St. Mary's, contractor, cost about \$31,000.
 ST. JOHN, N. B.—Erection of addition to York cotton mill: Carpenter, A. E. Hamilton; brickwork, B. Mooney & Sons.
 LIVERPOOL, N. S.—Construction of new line of Liverpool & Milton Railway Co. to Milton: Lindsay Construction Co., contractors.
 AMHERSTBURG, ONT.—Construction of cement sidewalks on North street and Maple avenue: Pettypiece Silex Stone Co., contractors.
 QUEBEC, QUE.—Construction of three brick houses on Maple avenue, for L. F. Burroughs: Cauchon & Fres, and C. Jobi, contractors, cost \$9,000. Ouellet & Lvesque, architects.

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Aqueduct Street, MONTREAL

EDMONTON, ALTA.—The City Council have decided to purchase a De-Carey incineration, cost \$40,500.—Erection of C. M. C. A. building: May-Sharp Construction Co., contractors, cost \$20,000.

HAMILTON, ONT.—Erection of new patrol station: Carpentry, Hugh McKellar, \$277; lathing and plastering, James McKee, \$280; painting, Geo. Smith, \$28; electric wiring, Chadwick Bros., \$50. Plumbing and heating not ordered.

TORONTO JUNCTION, ONT.—Extension of Dominion Carriage factory: Carpentry, Thomas Sproul; brickwork, Elgie & Page. Ellis & Connerly, architects, Toronto.—Erection of factory for Francis-Frost Co.: Brickwork, Teagle &

Son; carpentry, F. Armstrong. Ellis & Connerly, architects.

TORONTO, ONT.—Amendments of the tenders for work at Rosedale school have been awarded as follows: Mason work, Wickett Bros., \$7,769; carpenter work, Frank Armstrong, \$8,269; plastering, T. Gander & Son, \$1,055; painting, Taylor & Co., \$790; plumbing, Fred Armstrong, \$559; tinsmithing, G. M. Bryan, \$234; roofing, R. Rennie & Son, \$525; heating and ventilating, W. F. Rutley Co., \$2,295.

Mr. John L. Harrington, chief engineer of the Locomotive & Machine Co., Montreal, will at the beginning of 1907 enter into part

nership with Dr. J. A. L. Waddell, the firm to be known as Waddell & Harrington, consulting engineers, with head quarters at Kansas City. Dr. Waddell is at present member of the firm of Waddell & Herrick, which is being dissolved.

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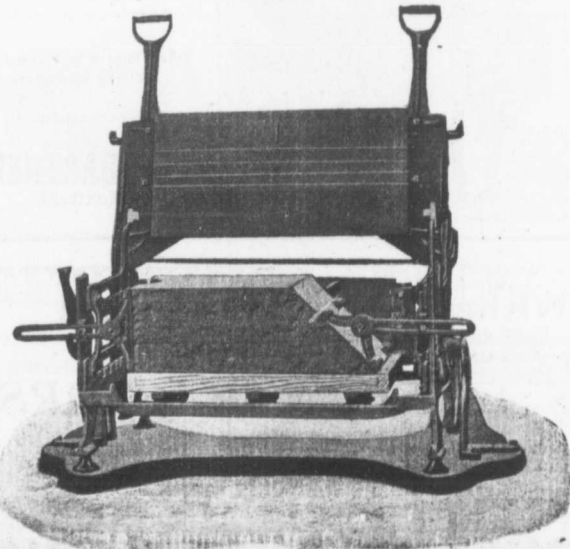
Sectional View of finished One-piece Shovel, showing gauge or thickness of steel at different points

Note Solid Shank

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Catalogues and Information Cheerfully Furnished.



This Machine makes all blocks face down—"the only practical way"—allowing of a richer and finer facing, producing blocks that are perfect in appearance and impervious to moisture.

Let us tell you how the "Miles" will pay for itself over any other machine in three month's operation.

Manufactured and Sold by
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NEW PIPE COMPANY.

A new company, to be known and incorporated as the Dominion Wood-pipe Company has been organized in Vancouver, B. C. The company has already made a purchase of land in the city of New Westminster, covering five lots in all and equalling an acre in extent, which will be the site of their plant. The building will include a factory, dry kiln, sheds and loading platform. The C. P. R. is putting in a siding sufficient to accommodate ten cars at once. The demand for wood-pipe has been so extensive during the past year or so, that the promoters of the new company feel that the time has come for the installation of a plant of larger capacity.

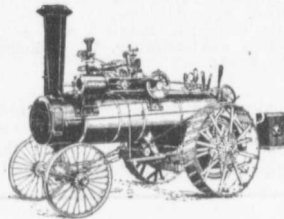
The new company has a new style of coupling and also new departures in the methods of dipping. They hope to be in full operation by the beginning of the year, at which time they promise the public a fuller description of their plant and product. The present temporary offices of the Dominion Wood-Pipe

Company are in the Fee Block, Vancouver, B. C.

D. DeLadurantaye & Fils is the name under which David DeLadurantaye and Louis N. De-

Ladurantaye, masons, Montreal have registered their business.

Jules Renand and Victor Morin, contractors, Montreal, have registered their business under the name Renand & Morin.



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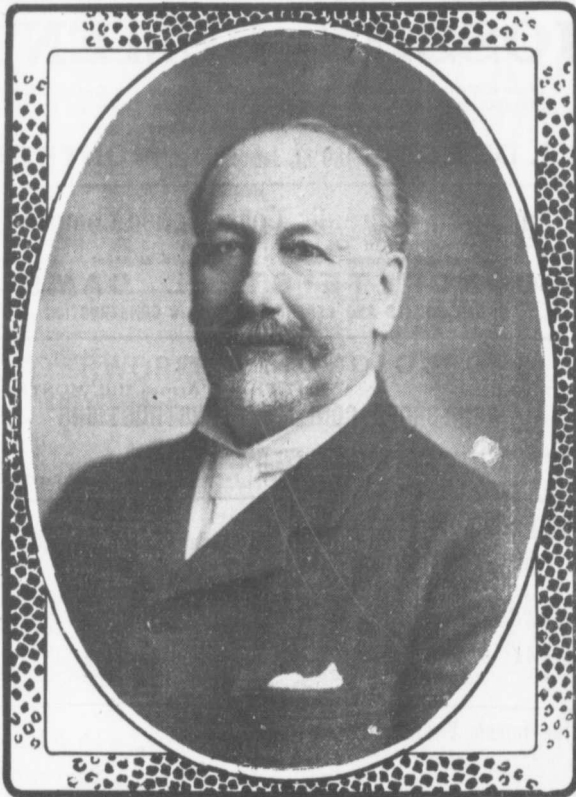
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THE LATE W. T. JENNINGS, C.E.

Mr. William T. Jennings, of Toronto, the widely known consulting engineer, died of paralysis, at Lansing, Mich., on Wednesday, October 24th. He was in Lansing inspecting the lines of the Michigan United Railways, and was a guest of Mr. J. R. Elliott, manager of that road, when his death occurred. Mr. Jennings was one of the best known civil engineers on the American continent. His experience began on the old Great Western Railroad. During the construction of the Canadian Pacific Railway, he had charge of

and Esquimaux docks. At the time of his death he was preparing a report on Louise Basin at Quebec. He was also chief consulting engineer for the Toronto and Niagara Power Company. He made the preliminary survey of the James Bay and Temiskaming Railways, Mr. Jennings is credited with being the first man to apply electricity to long distance transmission in Canada. And besides the valuable services rendered in connection with Canadian works, he was also consulted on similar matters to some extent in the United States.



THE LATE W. T. JENNINGS, C. E.

section B, with headquarters at Rat Portage, (now Kenora.) Afterwards he was given charge of a section stretching eastward from the Pacific coast 350 miles, a piece of work requiring great engineering skill, but which was successfully completed.

On the completion of the road, Mr. Jennings was appointed chief resident engineer of the western division, with headquarters at Toronto. He held this position until 1890, when he resigned to become city engineer of Toronto. This position he resigned, two years later to engage in a consulting practice.

As a consulting engineer, Mr. Jennings was much sought after and made reports on several important Government works, such as Halifax

Mr. Jennings had reached the age of sixty. He was born in Toronto, a son of Rev. Dr. Jennings, for many years minister of the old Bay Street Presbyterian Church, and was educated at Upper Canada College. One son, Gordon T. Jennings, survives him. His wife predeceased him by several years.

It is said of Mr. Jennings, that none lived up to a higher sense of professional honor than he.

PAINTING CEMENT.

The following method of painting a cement wall was described at a recent convention of master painters. The building had become discolored in places and the joints were of a different color from the surface of the blocks. Two parts of Portland cement were mixed with one part of marble dust and mixed with water to the consistency of thin paint or a thick whitewash. The wall must be well wetted before the application of this paint and kept constantly wet while the material is applied, and then must be kept wet for a day longer, in order to make the cement wash adhere to the cement surface. The wash was applied with ordinary whitewash or calcimine brushes, a man was kept busy playing a hose on it while the work was being done. The whole secret of success lay in keeping the wall constantly wet. A price could not well be quoted on such work, but on a scaffolding job, it should be worth not less than a dollar a yard.

A well-known painter, who is one of the largest contractors in the country, in commenting on this, said he had frequently been called upon to paint the cement panels in half-timbered houses, and the best material he could find for the purpose was an English material known as Duresco. This comes in paste form and is thinned with water to the consistency of thin cream and to this a little of a so-called "petrifying liquid" made by the manufacturers is added. This material is the same color when it is wet as when it is dry—differing from ordinary water paints in this respect. It can also be used on pressed brick fronts. The results are said to be as durable as oil paint, without the gloss of that material, and consequently well adapted for painting cement work. The same material is sold in this country under the name of Onresco.

NOTES.

The firm of E. Gervais & Co., painters, Quebec, Que., has been dissolved.

Mr. G. A. Proctor, a prominent contractor, has announced his intention to run for mayor of Sarnia, Ont.

Emile Authier and Phillippe Gauthier, builders, Montreal, have registered under the name of Authier & Gauthier.

The contracting business of George Montford and Hubert Morris, Montreal, has been registered under the name of Montford & Morris.

Mr. Thos. J. Aris, a prominent contractor of Toronto Junction, Ont., died at his residence, 136 Mulock avenue, on October 21st, at the age of fifty-nine years. Mr. Aris had resided in that town for many years and was contractor for erection of the town hall building.

GERMAN ALSEN, at higher prices than competitors has again this year been awarded the most important contracts of the World because practical tests by leading Engineers proved its merit and relative economy. Note the following:

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MEGAXA DAM (shipping instructions so far 60,000 bbls.) approximate amount	120,000 bbls.	GOVMT. ORDER SOUTH AMERICA	40,000 bbls.
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REINFORCED CONCRETE CONSTRUCTION.

In a recent interview with Mr. R. H. Haas, general superintendent for the Dominion Engineering & Construction Company as to the possibilities of reinforced concrete for building construction, Mr. Haas said:—

"Canada will have a boom in building construction in the next two years which will even surpass the predictions of the optimist. This will be especially the case in reinforced concrete. The natural ingredients which constitute the concrete are very favorable to this most durable and fireproof construction. Where the owners employ an experienced firm the results will be most satisfactory. Experience in this mode of construction means everything."

Mr. Haas was amongst the first to see the possibilities of reinforced concrete construction properly handled. To obtain this end he associated himself with the Ransome & Smith Company, later with the R. A. Cummings Company, the Continental Concrete Company, Frank

B. Gilbreth and the Underwriters Engineering & Construction Company of New York. Now the whole outside construction force and construction itself of the Dominion Engineering & Construction Company, is under his supervision. Mr. Haas is a practical man and looks at concrete from a practical and economical standpoint.

Mr. Haas has studied in the United States and Germany. Some of the most important concrete buildings in the United States show his skill and the possibilities in reinforced concrete as a building material.

The Dominion Engineering and Construction Company, is at pre-

sent constructing the American Tobacco Company's new plant in Montreal, the Berliner Gramophone Company's, new factory, the transformer house for the Canadian General Electric Company, and machine shops for the Canada Foundry Company. All works which show that experienced men are in charge of the work.

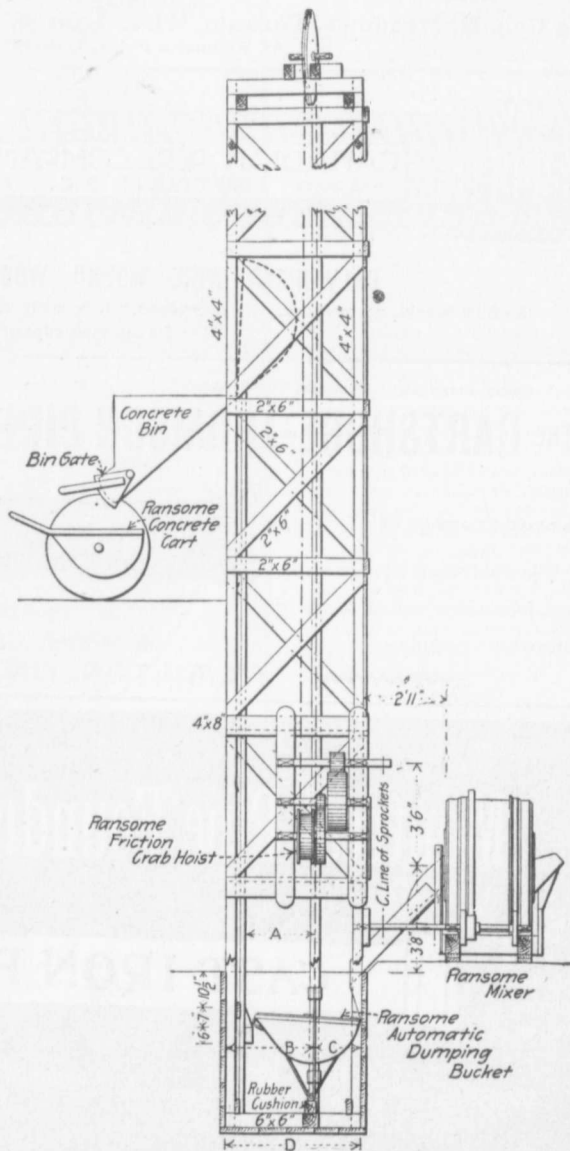
The concrete on all those large contracts is thoroughly mixed in Ransome concrete mixers, which are considered as among the most up-to-date and efficient for thorough and speedy work. After the concrete has passed through the mixer it is handled by a hoisting outfit as illustrated, which is suitable for use



MR. R. H. HAAS
General Superintendent Dominion Engineering & Construction Company.



MR. H. F. HAAS
Superintendent Dominion Engineering & Construction Company.

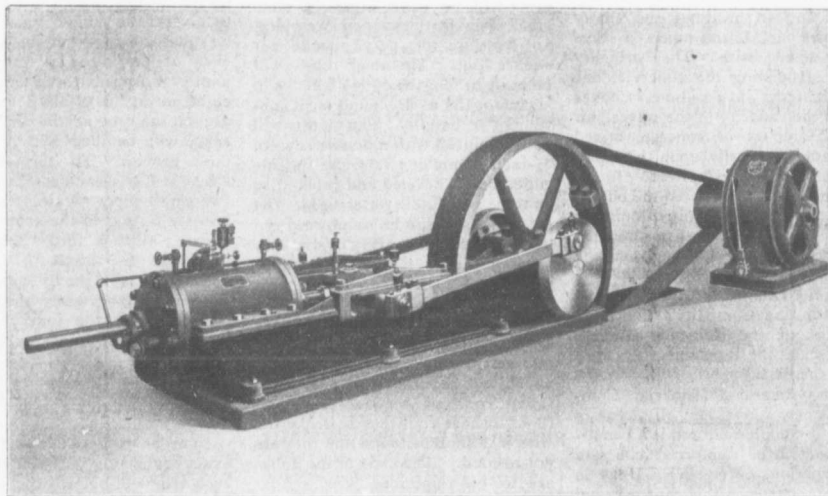


A PLANT FOR MIXING AND HOISTING CONCRETE.

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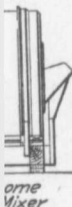
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on reinforced concrete buildings.

The hoisting bucket and the concrete mixer shown, have the same batch capacity. The mixer discharges its full batch into bucket, which is then hoisted and discharged automatically into the concrete bin at any desired point. The concrete can then be drawn from this bin as needed. The hoisting bucket is loose in its hoisting frame and is free to swing about its lowest point. The nose of the bucket rides against a 2x6 runner, which prevents dumping until the bucket reaches end of board.

All the labor in wheeling the concrete from mixer to material elevator and in bringing the empty barrows back to the mixer is thus done away with. The ordinary way of hoisting the concrete, one wheelbarrow at a time, chokes down the capacity of the mixer, for the amount of concrete mixed depends necessarily upon the rapidity with which it is hoisted. In the hoisting outfit illustrated the output from the mixer is limited only by the speed of the wheelbarrow men in taking concrete away from the bin.

On the Dominion Engineering & Construction Company's contracts throughout the Ransome concrete mixers and the Ransome outfits are used successfully.

The American Tobacco Company's new factory in Montreal is nearing completion, and is a beautiful example of reinforced concrete construction. Mr. H. F. Haas is superintendent on this contract, and under his supervision great progress is shown each day.

THE CONSTRUCTION OF THE DETROIT TUNNEL.

The contract for the construction of the Detroit River double-tube tunnel of the Michigan Central has been awarded by the Detroit River Tunnel Company to Butler Bros.-Hoff Company, of New York city. The contract calls for the completion of the tunnel by June 1, 1909, and the work is already under way. As the tunnel will be built according to a modification of the design suggested by Mr. Wilgus, vice-president of the New York Central, and head of the advisory board, which design involves a new departure in subaqueous tunneling methods, further details of the final, modified plan are here presented.

The design of Mr. Wilgus is a trench method. In accordance with the plan, before sections of the steel tunnel tubes are floated into place, and immediately after the dredging for the section has been completed, piles are to be driven in the bottom of the dredged channel and cut off at the proper height (or an inch or so below, to permit shimming). These piles are to be capped with steel beams to receive the tubes. When the piles are driven, the

bottom of the channel to the level of the top of the beams is to be filled with a layer of material of suitable consistency and bearing power, for twelve to eighteen inches in thickness, or as much more as may be necessary to fill in holes or depressions left in the bottom of the trench by the dredging operations. This layer will form a blanket between the bottom of the trench and the concrete to be deposited around the steel tubes. For this layer, sand and gravel will be used, with the addition of cement where necessary.

In the trench and upon the steel beams and bed of gravel and concrete will be sunk tubes of plate steel $\frac{3}{8}$ -inch thick, and weighing an average of 15.3 pounds per square foot. The steel tubes will be built in lengths of 263 feet, or in such lengths as are found most convenient to handle. The plates will be lap-jointed with a double row of $\frac{3}{4}$ -inch diameter rivets, the outside edges being beveled and caulked so as to be absolutely water-tight. The steel tubes are to be reinforced on the outside, about every twelve feet, by diaphragms, which will serve the purpose of a cradle in sinking the tubes to their permanent position. On the inside, midway between the diaphragms, the tubes are to be reinforced with a stiffened angle, to which will be attached temporarily, radial rods of one-inch diameter, though these rods may be dispensed with if it shall be found that they are not needed. The ends of the tubes are to be reinforced with similar radial rods, to prevent deformation during handling. The steel in the tubes is to be of the grade of "railway bridge steel," with an ultimate tensile strength of 55,000 to 65,000 pounds per square inch.

The tubes will be sunk separately or in pairs, from scows properly anchored for the purpose, or from temporary platforms, supported on piling. The greatest care will be exercised to see that they are not overstrained in the handling, so as to cause leaks in the joints. When in position to be sunk, the tubes will be lowered in a slow and careful manner, so as always to be in complete control. The piles in the trench will always be in such positions that one of the diaphragms of the tube will rest upon the beam when the tubes are in place. Each tube, or pair of tubes, is to be provided with a detachable upright at each end, firmly braced to the tube, and of sufficient length to indicate the position of the tube when sinking. These uprights will also serve the purpose after the tube is sunk to adjust its position laterally, so as to bring the sections into alignment. The uprights will, therefore, extend ten feet above the water, after the tube is in position. When the tubes are concreted in, these uprights will be removed and used again. When the tubes are adjusted laterally to

their correct position, divers will examine all bearing of the tubes on the beams in the bottom of the trench, and will insert shim plates of proper thickness to produce exact bearings.

Each tube when manufactured will be fitted with a sleeve at one end which can slip over the end of the adjoining tube previously sunk. The sleeve is to be provided with a flange of the adjoining tube, a rubber gasket being placed between the two. A similar rubber gasket is to be provided at the inner end of the sleeve bearing up against the edge of the next tube. In bolting up the flanges, which must be done by divers, the rubber gaskets must be squeezed together between the ends of the tubes to form a tight joint. A space three inches by eighteen inches is thus formed all around the tube at the joint. This space will be filled with a grout of pure cement. To this end each sleeve will be provided on top with two small pipes (flexible pipes and joints,) leading to the scow floating above. With a force pump each joint will be tested to ascertain whether it is tight by closing one pipe and forcing water through the other. When the joint has been made reasonably tight pure cement grout will be pumped into it through one pipe until it comes out through the other as evidence that it is completely filled.

In order to assist in making an exact connection between the tubes each tube will be provided with two pilot pins with taper points that fit into bell-shaped sockets fastened to the adjoining tube. When the tubes are sunk and pulled into place these pilot pins will guide the tube to its exact position for connecting up. Before each tube or set of tubes is launched the corresponding end of the next tube will be fabricated and all flanges, rubber gaskets, bolts and pilot pins with sockets, fitted together, so that when connected up they will fit accurately.

The ends of the tubes at the joints are further to be fitted with flange angles on the inside for the purpose of caulking between them should the joints be found to leak. These flange angles are then to be connected with bolts drawn up tight and a suitable caulking material forced in between such angles to make the joint tight. These angles will not be connected where the joints are found tight and acceptable.

A wooden form is to be bolted to the outer flanges of the diaphragms of each pair of tubes in order to confine the concrete deposit around the latter. This form is to consist of rough planks of yellow pine, white pine, spruce or other timber, three inches in thickness and eight to twelve inches in width securely bolted to the flanges of the dia-

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phragm with $\frac{3}{8}$ -inch bolts. The form is to be finished on top with a string piece. In the preparation of the concrete for the tunnel filling it is provided that gravel may be used in place of crushed stone.

In order to enable the contractors to begin lining the tubes before the sections are sunk all the way across the river, some of the tubes may be provided with bulkheads to keep out the water when the tubes laid are being pumped out. Such bulkheads will necessarily be of ample strength to take the full hydrostatic pressure coming upon them. A common pump for two tubes or a separate pump for each tube will be constructed complete with pump chamber and work incidental thereto.

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Two Lakes Copper Mining Company, Limited, Sowerby, Ont., incorporated, capital \$500,000. Directors C. W. Coulter, L. L. Lucas, J. P. Russell, J. C. Wilkins, all of Oil City, Pa.

Detachable Boiler Flue Manufacturing Company, Limited, Winnipeg, incorporated, capital \$150,000. Promoters, F. C. Bell, J. Y. Griffin, W. E. Skinner, G. A. Metcalfe and others.

McLean, McKeown Company, Limited, Winnipeg, incorporated capital \$20,000, to engage in lumber business, construction contracting, etc. Promoters D. H. McLean, D. McKeown, A. W. Jones and others.

Rawdon Lumber Company, Limited, Rawdon, Que., incorporated, capital \$49,000. Promoters T. Belanger, Valleyfield, Que., A. Belanger, J. U. Emard, Montreal, and others.

Canadian Carbide Company, Montreal, incorporated, capital \$25,000. Promoters E. Languedoc, W. J. Henderson, A. C. Calder, J. Jenkins and C. T. Jette.

Beck-Iden Acetylene Lamp Company, Montreal, incorporated, capital \$100,000. Promoters E. Languedoc, W. J. Henderson, A. C. Calder, J. Jenkins and C. T. Jette.

City of Cobalt Mining Company, Limited, Cobalt, Ont., incorporated, capital \$500,000. Directors T. M. Birkett, W. D. Hogg, T. W. A. Lindsay and A. A. Taillon, all of Ottawa.

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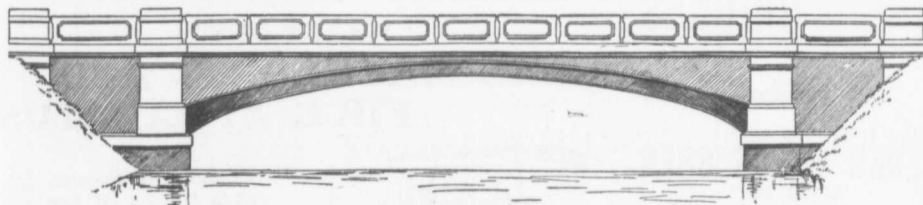
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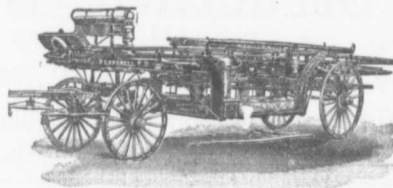
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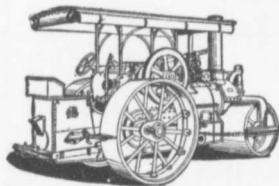
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NOTES.

The partnership of Chopin & Aubuchon, contractors, Montreal, has been dissolved.

George Patton and Thomas Dale, Mount Forest, Ont., give notice

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At a recent meeting of the Board of Directors of the Lehigh Portland Cement Company, Limited, the fol-

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					Initial	Final	Neat.					3 (Sand) to 1 (Cement)				
							1 dy.	7 ds.	28 ds.	3 mos.	1 yr.	1 dy.	7 ds.	28 ds.	3 mos.	1 yr.
1903	20	O.K.	3.135	2.1	162	345	307	701	783	827	*	74	214	299	367	*
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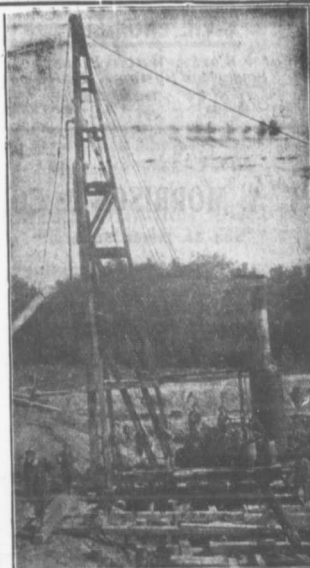
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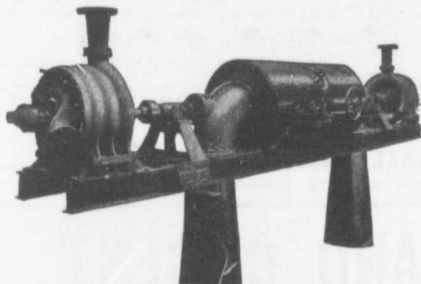
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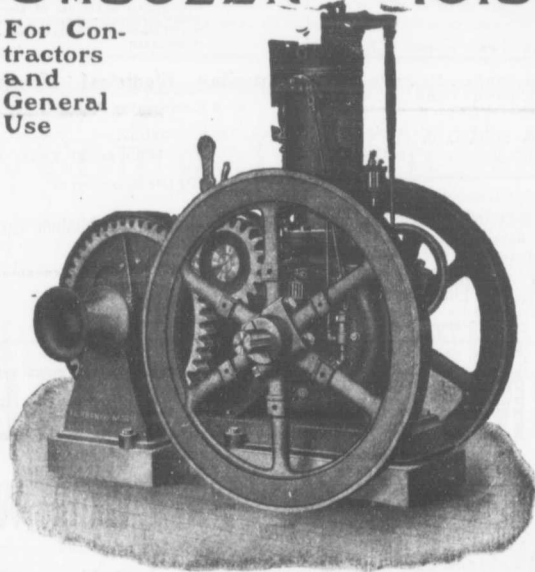
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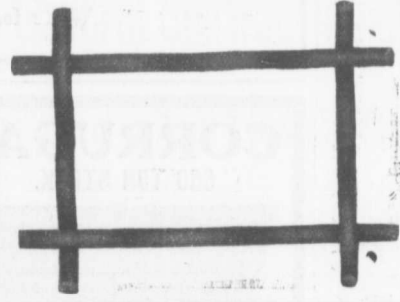
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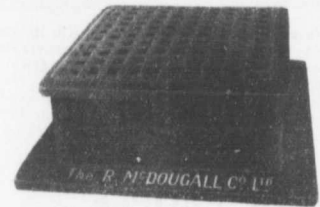
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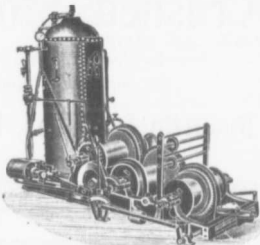
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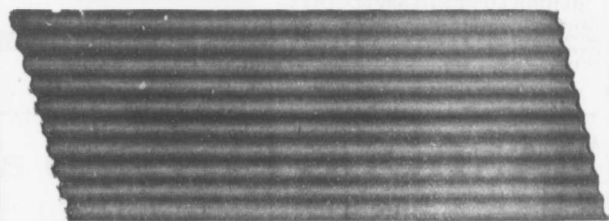
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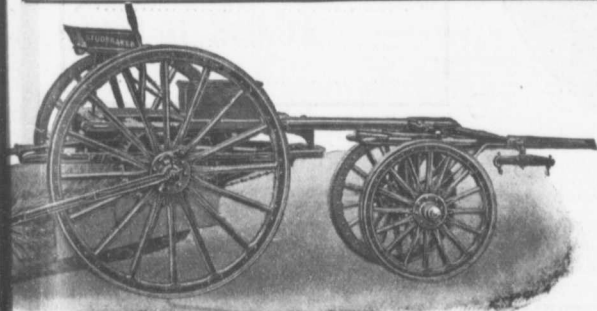
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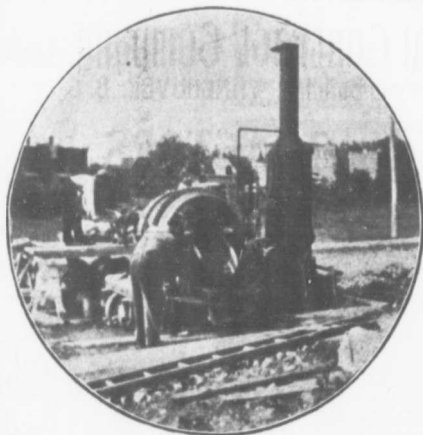
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