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THE

Canadian Contract Record

A Weekly Journal of Advance Information and Public Works.

Vol. 1. *Toronto and Montreal, Canada, June 28, 1890.* *No. 20*

THE CANADIAN CONTRACT RECORD,

A Weekly Journal of Advance Information and Public Works.

PUBLISHED EVERY SATURDAY

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

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C. H. MORTIMER, Publisher.

14 KING ST. WEST, - TORONTO, CANADA.
Telephone 2362.

Temple Building, - *Montreal.*
Bell Telephone 2259.

The purpose of this journal is to supply Contractors, Manufacturers and Dealers throughout Canada, with advance information regarding contracts open to tender, and to furnish Architects, Municipal and other Corporations with a direct medium of communication with Contractors.

Information from any part of the Dominion regarding contracts open to tender will be gratefully received.

ADVERTISING RATES ON APPLICATION.

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 publisher of the "Canadian Contract Record" desires to ensure the regular and prompt delivery of this Journal to every subscriber, and requests that any cause of complaint in this particular be reported at once to the office of publication. Subscribers who may change their address should also give prompt notice of same and in doing so, should give both old and new address.

RUBBER PACKING RINGS FOR GAS-PIPE JOINTS.

At a recent meeting of the *Mittelrheinischer Gasindustrieverein*, in Germany, particulars were given by Mr Kugler, of Offenbach, of the substitution of rubber packing rings for the commonly used lead filling in making gas-pipe joints, with pipes ranging from about 3 to 4 inches in diameter. According to Mr. Kugler, the rubber packing had at first been used in connection with pipes having the ordinary bells as employed for lead joints, but more recently pipes with special bells had been tried, the bells having grooves into which the rubber rings fitted accurately. With these modified bells even better results were obtained than in the earlier experiments, entire absence of leakage and eminent durability being claimed for the packing. To protect the rubber rings from destructive external influences a coat of cement is plastered over the outside of the joints.

It was noted that rubber packing for gas pipe joints was used in some localities a number of years ago, but experience with them was not encouraging, possibly on account of a poor quality of rubber being used, and insufficient protection against external corroding agents.

TREATMENT OF HARDWOOD FLOORS.

We have had some experience in the matter of hardwood floors, and have given no little attention to the subject. The treatment depends, in a large degree, upon the use to be made of the room. The wood should be thoroughly seasoned and laid in narrow strips. For kitchen and common sitting-room, raw linseed oil is the very best treatment. Hand rubbing is the best method of applying it, but it needs a great deal of muscular activity. The next best is a stiff brush, such as comes for this purpose, with an iron back and a long handle. This gives a dull, clean finish, and may be applied as often as the occupants choose. For a chamber where a little livelier finish is desired after the first dressing of oil, take two parts of linseed oil, two parts of alcohol, one part spirits of turpentine, and an ounce of ether to a quart of the mixture, and apply it briskly with a rag. Use this as often as needed. Where a higher finish is wanted, wax and turpentine make a good top dressing, and for a parlour, shellac is added. Most of the foreign floors are polished with wax and turpentine. The secret of successful application is a small amount of the dressing and a large amount of elbow labor.—*New York Journal of Commerce.*

CONCRETE ARCHES.

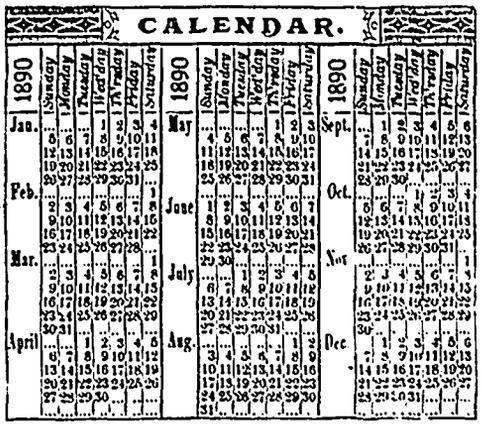
Some interesting experiments on concrete arches were made recently during the construction of the new railway station at Erfurt. Some of the rooms were to be covered with concrete floors, carried on iron beams, while others, of smaller size, were intended to be spanned by arches extending from wall to wall. One of the latter, something over seven feet in width, was covered with concrete, flat on top, and forming on the under side a segmental arch, the thickness of the material at the crown of the arch being four inches, and about eleven inches at the springing. The concrete was made of "Gerwana," Portland cement, mixed dry with gravel, moistened as required, and well rammed and the centering and skewbacks were cut in the walls at the springing line, extending two courses higher, so as to give room for the concrete to take a firm hold upon the walls.

Fourteen days after completion this floor was loaded with bricks and sacks of concrete to the amount of more than six hundred pounds to the square foot, without suffering any injury, although, after the load was on, a workman hammered with a pick on the concrete, close to the loaded portion, in order to provoke the cracking of the arch if there had been any tendency to rupture. In the other cases, the concrete arches being turned between iron beams, the strength of the floor was limited by that of the beams, so that the extreme load could not be put on; but the curious fact was established that a section of concrete flat on top, and forming a regular segmental arch beneath, was far stronger than one in which a portion of the under surface was parallel to the upper, showing, apparently, that the arched form, even with homogeneous concrete, causes the conversion of a large part of vertical pressure into lateral thrust, reducing by so much the tendency of the load to break the concrete transversely.

This observation is important theoretically as well as practically. It has been of late generally maintained that a concrete arch is not an arch at all, but a lintel, without thrust, and that the common form, flat above and arched beneath, is objectionable, as it gives least material in the center, where a lintel is most strained. The Erfurt experiments directly contradict this view, and it remains for some students of architecture to render the profession a service by repeating them, and, at the same time actually determining the thrust, for a given load, of arches of particular forms.

Incidentally, a trial was made of the effect of freezing on the concrete. The floor of a room arched in four bays, between iron beams, had just been finished when the weather became cold, and on the morning after its completion the thermometer stood at twenty above zero. The concrete had not been protected in any way, and the contractor was notified that it had been frozen and must be removed. This was early in December, and it was about the first of April before the work of removal, preliminary to replacing the concrete with new material, was begun. Three bays had been wholly or partly removed when the hardness of the concrete under the workmen's tools attracted attention, and the arch remaining intact was tested with a load of 300 pounds to the foot, which it bore perfectly. —*American Architect.*

CALENDAR.



CONTRACTS

CONTRACTS OPEN.

SINTALUTA, ASSINIBOIA.—H. Rowe will erect a hotel building to cost about $15,000.

AMHERSTBURG, ONT.—D. L. Wigle is asking for tenders for a new brick and stone store on Dalhousie street.

WOODSTOCK, ONT.—A by-law appropriating money for the improvement of the water-works system will be voted upon in August.

BRANDON, MAN.—A by-law to raise $60,000 for the erection of a city hall and hospital has received the sanction of the ratepayers.

MILTON, ONT.—Dr. Robertson will receive tenders until July 10th for all trades required in the erection of a new Presbyterian church.

GALT, ONT.—Willis Chipman, C. E., estimates the cost of a system of water works for this town at $125,000. The town council propose to carry out the enterprise.

DIGBY, N. S.—Mr. Purcell, M. P., after having interviewed the chief engineer of Railways and Canals at Ottawa, states that the construction of the Digby and Annapolis Railroad will be completed the coming fall.

MORRISBURG, ONT.—Tenders are asked by the Department of Railways and Canals, Ottawa, until July 23rd, for the works required in the enlargement of the Rapide Plat canal. All information obtainable from resident engineer's office, here.

OTTAWA, ONT.—At a meeting held here a few days ago of Directors of the Great Northwest Central Railway, it was decided to build an additional one hundred miles of road this year —Plans are being prepared for a new dairy building in connection with the Experimental Farm.

LONDON, ONT —A deputation of aldermen are on a visit to several Canadian and American cities to inspect their fire protection and light systems, the purpose being to improve these departments of the city service. —The City Engineer wants tenders for a steam boiler for the water works at Springbank.

ST. CATHARINES, ONT.—The Provincial Natural Gas and Fuel Company have decided to proceed at once to construct pipe lines to this city, Merritton, Thorold, Welland and adjacent places. American pipe manufacturers are making offers for supplying the large quantity of pipe required. The contract has not yet been awarded.

HAMILTON, ONT.—Mr. Edwards, architect, has prepared plans for a building for the Royal Templars. The cost will be in the neighborhood of $40,000.—The Board of Works recommends the expenditure of $800 on the improvement of Wentworth street.—C. W. Mulligan, architect, will receive tenders until noon on July 3rd for the erection of two warehouses.

KINGSTON, ONT.—Plans have been prepared for a four room addition to the Brothers' school.—The county Councils of Frontenac and Leeds have appointed committees to consider a scheme for building county refuges. —It is expected that a new barracks building will be erected in connection with the Royal M. C. this year, Parliament having granted an appropriation of $10,000 for the purpose.—Tenders will be received at the Department of Public Works, Ottawa, until July 28th, for erecting a wrought iron caission for the dry dock in this city.

MONTREAL, QUE.—The following building permits have been granted. James Simpson, two 4-storey bk. dwellings, 104 and 106 St. George St., Walter Livermore, architect; Geo. Wilkins, brick and stone extension to dwelling, corner of Dorchester and Stanely sts., cost $3,000; T. S Vipond, four stone dwellings, Bagg St., cost $2,500 each, Fowler & Bowe, architects; Miss Blake, two 3-storey stone dwellings, Dorchester, near St. Philip st., cost $4,000 each, Fowler & Bowe, architects; Jeffrey & Henderson, shop and two dwellings, 828 and 830 Dorchester St., cost $3,800.—A committee has been appointed by the Board of Trade to advertise for plans, arrange, finances, etc., in connection with the erection of their new building.—The trustees of St. Matthew's Presbyterian Church will raise by mortgage $12,000 to aid in the completion of their church building.—A meeting of the congregation of Erskine Presbyterian Church will be held on July 2nd, to take into consideration a proposal to purchase the lot at the northeast corner of Sherbrooke street and Cote des Neiges road as the site for a new church should the congregation decide to move west.—The Protestant ratepayers of the east end, at a meeting held a few days ago, resolved to appoint a committee to act with the School Commissioners in selecting a site for a new school to replace Panet Street school.

TORONTO, ONT.—A company just organized will build a glue factory at Mimico.—The following building permits have been granted. Thos. Dean, 2 storey brass foundry, Richmond St. west, near Simcoe, cost $2 000; Jno. H. Reeks, pair att. bk. fronted dwellings, Duchess St., near Berkeley, cost $2,500; Jas. Joslin, three att. 1-storey and mansard bk. fronted dwellings, Darling Ave., cost $2,000; Mr. Curran, pair 2-storey and mansard bk. fronted dwellings, St. Patrick St., near Spadina Ave., cost $1,800; Trustees Ladies College, Bloor St. west, bk. additions, cost $3,000; Mr. Ward, alterations to store 104 Adelaide St. east, cost $1,400; Gardner & Hess, pair 2-storey and attic bk. fronted dwellings, 25 Caer Howell St., cost $1,500.—The sum of $11,000 has been set aside by the congregation of the Central Methodist church, Bloor St., for the improvement of the building externally and internally.—A site has been purchased on the corner of Pape and Norfolk avenues for a new police station.—It is said to be the intention of the Dominion Piano Co. to erect a large factory at Mimico.—The Young Women's Christian Guild will shortly decide upon a site for their proposed new building.

CONTRACTS AWARDED.

MOOSETOWN, ONT.—The tender of J. Whyte, Brigden, for the erection of the new Presbyterian church has been accepted.

HALIFAX, N. S.—Ald. Keefe's tender for the New Brunswick street school building for $29,000 has been accepted.

MONTREAL, QUE.—Willoughby Bros. have been awarded the contract for the erection of the new Presbyterian church at Arnprior, Ont.

LEGAL DECISIONS.

The Supreme Court of Pennsylvania has rendered a decision that where contractors agreed not to file liens against a building or the estate involved, that the sub-contractors were prevented from filing any liens for their own protection. As the court stated it, "sub-contractors were bound to do just what their principal was bound to do, because they assumed to perform his contract with the owner to the extent of their undertaking," and were bound by his limitations. *This is good law and good sense, and should have general acceptance.* However unjust it may be for builders to lose their risks, it is still more unjust for an owner to be rendered liable for bills which he has otherwise provided for and paid, because the first may be guarded against by due vigilance, while in the second, no care upon the part of an owner would suffice to protect him.—*Stone.*

A steam pipe cement can be made with linseed oil varnish, ground with equal weights of white lead, oxide of maganese and pipe-clay.

The tallest chimney in the United States, and the fourth tallest in the world, has been completed at Fall River, Mass., for the Fall River Iron Company, and is designed to meet the requirements of the entire steam plant of four new mills. An idea of its size and magnitude of the operation of constructing it, will be gained from the facts that it is 350 feet high, 30 feet in diameter at the base, and 21 at the top, with a 11 foot flue. 1,700,000 bricks, 2,000 tons of stone, 2,000 barrels of mortar, 1,000 loads of sand, and 1,000 barrels Portland cement were used in building it. The chimney cost $40,000. It will supply a draft for 30 boilers, which supply steam for four triple expansion engines of 1,350 horse-power each. After the work reached a certain height it was of course necessary to establish communication with workmen below, and a system of electric signals was employed, and found to be admirably suited for the purpose. *It will not be very long before we shall not only see this application of electricity in building operations, but the cumbersome and noisy donkey engine replaced by the smooth running electric motor hoist.* Although it has not yet come into general use, its success, where it has been tried, is such as to warrant the belief that its operation, like the many other new applications of the electric current, will be a question of a very short time.

A new pavement, which is finding favor in Germany, is formed by first laying a bed of concrete from four to six inches thick, over which is laid a mixture of asphalt and powdered granite to a depth of about half an inch, and then broken granite in cubes of one to two inches, the joints being filled also with a mixture of asphalt and powdered granite.

The very difficult feat of laying the main for the waterworks across the Narrows at Vancouver, B C., was accomplished a few days ago. The pipe was of rolled steel of lengths of 12 or 14 feet. The part of the pipe which was submerged was put together into one long piece of 600 ft. Cables were attached to the main and stretched across the water, and by means of two pile drivers the heavy length of pipe was successfully moved into place within two hours.

TENDERS

Will be received up to 5 p.m. July 8th, for the different trades required in the erection of a dwelling on Heward Ave

EDWARDS & WEBSTER, Architects,
18 Victoria Street.

TO CONTRACTORS.

Tenders will be received until noon on FRIDAY, THE 4TH JULY, for the completion of the Mason, Brick, Cut Stone, etc., work required in connection with the erection of Head Office Buildings for the FREEHOLD LOAN & SAVINGS CO. Contractors, when tendering, will take into consideration the amount of work that has already been executed and tender accordingly. Plans and specifications can be seen, and all necessary information can be had at my offices.

E. J. LENNOX, Architect,
Cor. King and Yonge Streets.

TO CONTRACTORS.

Sealed tenders will be received by the undersigned until Saturday, the 12th proximo, for the Mason, Bricklayer, Carpenter, Roofer, Plasterer, Painter and Glazier, Ironwork and Elevators of the

Medical Wing of the Royal Victoria Hospital.

The plans and specifications prepared by H. Saxon Snell, F.R.I.B.A., London, Eng., to be seen and all necessary information to be had at my office.

The contractors are to submit the names of two sufficient sureties for the due performance of the work, and the consent in writing of such sureties, or a certified bank cheque amounting to five per cent. on the amount of the tender.

The lowest or any tender may not necessarily be accepted.

JAMES R. RHIND, Assistant Architect,
157 St. James Street, Montreal.
18th June, 1890.

NOTICE TO CONTRACTORS.

Tenders will be received by registered post, addressed to the City Engineer, up to 12 o'clock noon of the 30TH DAY OF JUNE, 1890, for the following works, viz.:

SEWERS:

Liberty st., Fraser to Jefferson ave.
Frazer ave., King street to south terminus.
Pardee ave., Liberty st. to south terminus.
Brock Ave., Bloor st. to north terminus.
Jefferson ave., King st. to south terminus.
Garrison Creek, College st. to Bloor st.

Plans can be seen and forms of tender obtained on and after the 19th inst. at the City Engineer's office. A deposit in the form of a marked cheque, payable to the order of the City Treasurer, for the sum of 5 per cent. on the value of the work tendered for under $1,000, and 2½ per cent. over that amount, must accompany each and every tender, otherwise it will not be entertained. All tenders must bear the bona fide signatures of the contractor and his sureties, (see specifications) or they will be ruled out as informal.

The Committee do not bind themselves to accept the lowest or any tender.

(Signed) JOHN SHAW,
Chairman Committee on Works.

Committee Room, Toronto, June 17th, 1890.

TENDERS

Will be received up to 5. p.m. July 12th, for the various trades required in the erection of a Church at East Toronto.

EDWARDS & WEBSTER, Architects,
18 Victoria Street.

NOTICE TO CONTRACTORS.

Tenders will be received by registered post addressed to the City Engineer, up to noon on MONDAY, JUNE 30TH, 1890, for the construction of the following works:

CEDAR BLOCK ROADWAY

on Birch Avenue, from Yonge Street to its western terminus.

Plans can be seen, quantities and forms of tender obtained on and after June 24th inst., at the City Engineer's office.

A deposit in the form of a marked cheque, payable to the order of the City Treasurer for the sum of 5 per cent. on the value of the work tendered for under $1,000, and 2½ per cent. over that amount, must accompany each and every tender, otherwise it will not be entertained. All tenders must bear the bona fide signatures of the contractor and his sureties, (see specifications) or they will be ruled out as informal.

The Committee do not bind themselves to accept the lowest or any tender.

JOHN SHAW,
Chairman Committee on Works.

Committee Room, Toronto, June 24th, 1890.

NOTICE TO CONTRACTORS.

Tenders will be received by registered post, addressed to the City Engineer, Toronto, up to noon on MONDAY, JUNE 30TH, 1890, for the construction of the following works:

CEDAR BLOCK PAVEMENTS.

Barton Avenue, from Manning Avenue to Euclid Ave.; Dunbar Road, from Yonge Street to western terminus; Thomson Street, from Davies Avenue to Monro Street; Rush Lane, from Esther Street to Portland Street; Emsley Place, from St. Joseph Street to the north end, Roxborough Street (on plank foundation), from Yonge Street to its eastern terminus.

Plans can be seen, quantities and forms of tender obtained on and after Tuesday, 24th June, 1890, at the City Engineer's office.

A deposit in the form of a marked cheque, payable to the order of the City Treasurer, for the sum of 5 per cent. on the value of the work tendered for under $1,000, and 2½ per cent. over that amount, must accompany each and every tender, otherwise it will not be entertained.

All tenders must bear the bona fide signatures of the contractor and his sureties (see specifications) or they will be ruled out as informal.

The committee do not bind themselves to accept the lowest or any tender.

JOHN SHAW,
Chairman Committee on Works.

Committee Rooms, Toronto, June 13, 1890.

Sealed tenders addressed to the undersigned, and endorsed "Tender for Post Office, &c., Vancouver, B. C.," will be received at this office until Tuesday, 15th July, 1890, for the several works required in the erection of Post Office, &c., Vancouver, B. C.

Specifications can be seen at the Department of Public Works, Ottawa, and at office No. 2, Lefevre Block, Hastings street, Vancouver, B. C., on and after Tuesday, 17th June, and tenders will not be considered unless made on form supplied and signed with the actual signatures of tenderers.

An accepted bank cheque, payable to the order of the Minister of Public Works, equal to *five per cent. of amount of tender*, must accompany each tender. This cheque will be forfeited if the party decline the contract, or fail to complete the work contracted for, and will be returned in case of non-acceptance of tender

The Department does not bind itself to accept the lowest or any tender.

By order,

A. GOBEIL,
Secretary.

Department of Public Works,
Ottawa, 8th June, 1890.

Prices of Building Materials.

LUMBER.

CAR OR CARGO LOTS.

1¼ and thicker clear picks, Am. ins.	$30 00@32 00
1¼ and thicker, three uppers, Am ins.	37 00
1¼ and thicker, pickings, Am ins.	27 00
1 x 10 and 12 dressing and better	18 00 20 00
1 x 10 and 12 mill run	13 00 14 00
1 x 10 and 12 dressing	14 00 16 00
1 x 10 and 12 common	12 00 13 00
1 x 10 and 12 spruce culls	10 00 11 00
1 x 10 and 12 maple culls	9 00
1 inch clear and picks	28 00 30 00
1 inch dressing and better	18 00 20 00
1 inch siding, mill run	14 00 15 00
1 inch siding, common	11 00 12 00
1 inch siding, ship culls	10 00 11 00
1 inch siding, mill culls	8 00 9 00
Cull scantling	8 00 9 00
1¼ and thicker cutting up plank	22 00 25 00
1 inch strips, 4 in. to 8 in. mill run	14 00 15 00
1 inch strips, common	11 00 12 00
1¼ *inch flooring*	14 00 15 00
1½ inch flooring	14 00 16 00
XXX shingles, sawn	2 30@2 35
XX shingles, sawn	1 30 1 35
Eastlake galvanized steel shingles, 24 W. G., per square	6 00
Eastlake galvanized steel shingles, 26 W. G., per square	5 50
Eastlake painted steel shingles, per sq.	4 00
Round pointed galvanized steel shingles, per sq.	6 00
Round pointed painted steel shingles,	4 25
Round pointed, unpainted, Terne tin shingles	4 00
Manitoba galvanized, steel siding, per square	5 00
Manitoba painted steel siding, per sq.	3 50
Painted sheet steel pressed brick	3 50
Painted crimped steel sheeting	3 40
Price of Copper shingles according to weight.	

YARD QUOTATIONS.

Mill cull boards and scantling	10 00
Shipping cull boards, promiscuous widths	13 00
Shipping cull boards, stocks	14 00
Hemlock cantling and joist up to 16 ft.	11 00 12 00
" " " 18 "	12 00 13 00
" " " 20 "	13 00 14 00
Scantling and joist, up to 16 ft	14 00
" " 18 ft	15 00
" " 20 ft	17 00
" " 22 ft	19 00
" " 24 ft	21 00
" " 26 ft	23 00
" " 28 ft	25 00
" " 30 ft	27 00
" " 32 ft	27 00
" " 34 ft	29 50
" " 36 ft	31 00
" " 38 ft	33 00
" " 40 to 44 ft	36 00
Cutting up planks, 2¼ and thicker, dry	25 00 26 00
" " board,	18 00 22 00
Cedar for block paving, per cord	5 00
Cedar for Kerbing, 4 x 14, per M	14 00

B. M.

1½ inch flooring, dressed, F. M.	28 00 32 00
1½ inch flooring rough, B. M	18 00 22 00
1¼ " dressed, F. M.	25 00 28 00
" undressed, B. M.	18 00 19 00
" dressed	18 00 22 00
" undressed	12 00 15 00
Beaded sheeting, dressed	22 00 35 00
Clapboarding, *dressed*	12 00
XXX sawn shingles, per M, 16 in	2 65 2 75
Sawn lath	2 00 2 20
Red oak	30 00 40 00
White	35 00 45 00
Basswood, No. 1 and 2	18 00 20 05
Cherry, No. 1 and 2	70 00 70 00
White ash, No. 1 and 2	25 00 25 00
Black ash, No. 1 and 2	20 00 30 00
Dressing stocks	16 00 22 00
Picks, American inspection	40 00
Three uppers, American inspection	50 00

BRICK—₱ M

Common Walling	$7 50
Good Facing	9 25
Sewer	9 00
Pressed Brick:	
Plain brick, f. o. b. at Milton, per M	$18 00
" " 2nd quality, per M	13 00
" " 3rd " "	10 00
Hard Building	8 00
Moulded and Ornamental, per 100	$3 to 10 00
First quality, f.o.b. at Campbellville, per M	16 00
2nd " " "	13 00
Ornamental, per 100	$3 to 10 00
Tiles	24 00
Stone.	
Common Rubble, Per Toise, delivered	14 00
Large flat " "	18 00
Foundation Blocks, " Cubic Foot	35
Slate: Roofing (₱ *square*).	
" red	16 00
" purple	9 00
" unfading green	9 00
" black slate	7 50
Terra Cotta Tile, per sq	25 00
Ornamental Black Slate Roofing	8 00
Sand:	
Per Load of 1½ Cubic Yards	1 25

PAINTS. (*In oil, ₱ lb.*)

White lead, Can	6 25 6 50
" zinc, Can	6½ 7 50
Red lead, Eng	5½ 6½
" venetian	1 60 1 75
" vermillion	90 1 00
" Indian, Eng	10 12
Yellow ochre	5 10
Yellow chrome	15 20

Green, chrome	7	12
" Paris	25	40
Black, lamp	15	20
Blue, ultramarine	15	25
Oil, linseed, raw (*Imp. gallon*)	68	70
" " boiled	72	75
" " refined, "	78	80
Putty	2½	2½
Whiting, dry	75	1 00
Paris white Eng., dry	90	1 25
Litharge, Am.	6½	8
Sienna, burnt	15	20
Umber, "	8½	12

CEMENT, LIME, etc.

Lime, Per Barrel of 2 bushels, Grey		40
" " " White		55
Plaster, Calcined, New Brunswick		2 00
" " Nova Scotia		2 00
Hair, Plasterers', per bag		1 00
Cement, Portland, per bbl	2 80	3 00
" Thorold, "		1 50
" Queenston, "		1 50
" Napanee, "		1 50
" Hull, "		1 50

HARDWARE.

Cut Nails:

American Pattern, 1¼ inch, per keg	4 25
" " 1½ to 3¼ inch, per keg	3 50
Canadian Pattern, 1¼ inch, per keg	3 75
" " 1½ to 1¾ inch, per keg	3 15
" " 2 to 2½ inch, "	3 35
" " 2½ to 2¾ inch, "	3 00
" " 3 inch and larger	2 75
Steel nails 10c. per keg extra.	
Finishing nails, 1 inch, per keg	5 75
" " 1¼ inch, "	5 05
" " 1½ " "	4 50
" " 1¾ " "	4 25
" " 2" and larger	4 00

MONTREAL PRICES.

Lumber, Etc.		
Ash, 1 to 4 in., M	$13 00	@18 00
Birch, 1 to 4 inch, M	15 00	25 00
Basswood	12 00	20 00
Walnut, per M	50 00	100 00
Butternut, per M	22 00	40 00
Cedar, flat	00 04	00 06
Cherry, per M	60 00	80 00
Elm, Soft, 1st	15 00	17 00
Elm, Rock	25 00	30 00
Maple, hard, M	20 00	25 00
Maple, Soft	16 00	18 00
Oak, M	40 00	95 00
Pine, select, M	35 00	40 00
Pine, 2nd quality, M	20 00	25 00
Shipping Culls	13 00	16 00
Mill Culls	8 00	10 00
Lath, M	1 50	1 90
Spruce, 1 to 2 inch, M	10 00	12 00
Spruce Culls	4 50	6 00
Shingles, 1st quality	2 00	3 00
" 2nd "	1 25	1 50
Cement, etc.		
Portland Cement, per barrel	$ 2 70	@ 3 00
Roman " "	2 70	3 00
Fire Bricks, per M	20 00	30 00
Cut Nails:		
Hot-cut Am. or Can. pattern, 3 inch and above	2 75	$2 85
Hot-cut Am. or Can. pattern, 2½ inch and above	3 00	3 25
Hot-Cut Am. or Can. pattern, 2¼ and 2 inch	3 25	4 20
Am. pattern, 1½ and 1¾ inch hot-cut	3 50	5 60
" 1¼ inch " "	4 25	5 80
Can. Pattern, cold-cut, 1½ and 1¾ inch	3 25	4 45
" 1¼ inch	3 75	5 95
Finishing Nails, per 100 lb. keg, 1¼	75 cents advance on Hot Cut Nails.	
Finishing Nails, per 100 lb. keg 1½ to 1¾ inch and 1½ inch		
Finishing Nails, per 100 lb keg, 2 inch and up		
Paints, etc.		
White Lead, pure, 25 to 100 lb. kegs	6 50	7 00
" No. 1	5 25	5 50
" No. 2	4 50	5 00
" No. 3	4 00	4 50
dry	5 25	5 75
Venetian Red, English	1 50	1 75
Yellow Ochre, French	1 25	3 00
Whiting, London, washed	0 50	0 65
" Paris, "	1 15	1 25
Oils:		
Linseed, raw	0 53	0 55
" boiled	0 66	0 68
Olive, pure	1 10	1 15
" machinery	95	1 05
" extra, qt., per case	3 00	3 25
" pts., "	2 50	2 60
" ½ pts., "	2 75	3 10
Spirits turpentine	0 67	0 70

INDEX TO ADVERTISEMENTS

IN THE CANADIAN ARCHITECT AND BUILDER.