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CANADIAN CONTRACT RECORD

A WEEKLY JOURNAL OF THE CONTRACTING INDUSTRY

PUBLIC WORKS • TENDERS • ADVANCE INFORMATION AND MUNICIPAL PROGRESS

EVERY WEDNESDAY

This paper reaches every week the Town and City Clerks, Town and City Engineers, County Clerks and County Engineers Purchasers of Municipal Debentures and leading Contractors in all lines throughout Canada.

VOL. 9. SEPTEMBER 7, 1898 No. 32.

THE CANADIAN CONTRACT RECORD, PUBLISHED EVERY WEDNESDAY

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TENDERS for City of Calgary DEBENTURES

Sealed tenders, marked "Tender for Debentures," will be received at the office of the undersigned up to the FIRST OF OCTOBER, 1898, for the purchase of \$25,000 CITY OF CALGARY DEBENTURES. Said Debentures are redeemable in twenty-five years from the first day of September, 1898, and bearing interest at the rate of four per cent. per annum, payable half-yearly.

The highest or any tender not necessarily accepted.

C. McMILLAN,
City Clerk.

Calgary, Alberta, 26th August, 1898.

TENDERS

Tenders will be received until noon on MONDAY, SEPT. 13TH, for BRICK CHURCH BUILDING, Parish of Saint Clements.

The lowest or any tender not necessarily accepted.
BOND & SMITH, Architects,
Temple Building, Toronto.

TOWN OF OSHAWA Granolithic Sidewalks

Tenders will be received by the Town of Oshawa for the construction of about 500 lineal feet of 8-foot CONCRETE SIDEWALKS up to the 9TH OF SEPTEMBER, 1898. Specifications and forms of tender may be had on application to the Clerk of the Municipality.

All tenders to be addressed to the Chairman of the Board of Works, Mr. John Bailes.

The lowest or any tender not necessarily accepted.
THOMAS MORRIS, Acting Clerk,
Town of Oshawa.

TENDERS WANTED

The Town of Cobourg, Ontario, will receive separate tenders, addressed to John Purser, Chairman of the Fire, Water and Light Committee, until 12 o'clock noon, of the 31ST OF OCTOBER NEXT,

1st. For the Supply of Water for Fire Protection and Public Use, and

2nd. For Lighting the Streets of the Town.

For particulars address the undersigned.

D. H. MINAKER,
Town Clerk.

Cobourg, Ont., Aug. 30th, 1898.

Tenders for Dredging

Tenders will be received by the undersigned until One O'Clock P.M. on SATURDAY, SEPT. 17TH, for the DREDGING OF THE EAST MARSH DRAIN in the Township of Sandwich East.

Plans, etc., may be seen at office of A. J. Halford, C. E., Windsor.

The work must be completed before winter.
The lowest or any tender not necessarily accepted.

W. RENAUD,
Township Clerk.

Tecumseh, Sept. 5th, 1898.

CONTRACTS OPEN.

WESTVILLE, N.S.—A new school building will be erected here.

PAKENHAM, ONT.—Thos. J. Boal is preparing to build a residence.

WINCHESTER, ONT.—The council will probably lay some granolithic sidewalks.

ST. LEONARDS, N. B.—Mr. Gagnow intends building a new store in the near future.

LEAMINGTON, ONT.—Dr. Baddington is building a fine residence on Elliott street.

ROBINSON, QUE.—W. W. Morrow has begun work on the foundation for a new building.

VICTORIA, B.C.—The Electric Light Committee have recommended that the

city invite tenders for twelve arc lamps and half a mile of electric wire.

STRATHROY, ONT.—Waterworks and sewerage systems for this town are required.

LAKE MEGANTIC, QUE.—G. Wamsley has purchased property on which to erect a dwelling.

WELLINGTON, ONT.—It is proposed to extend the cement walk from Belleville street to Concession street.

BILLING'S BRIDGE, ONT.—The Presbyterian congregation purpose building an addition to their church.

BELLEVILLE, ONT.—The Canadian Gold Field Co. will erect a new building to replace the one burned recently.

MCLEOD, N. W. T.—It is proposed to raise \$5,000 for a town hall, and \$3,000 for street improvements and drainage.

BROCKVILLE, ONT.—John C. Barber has offered to invest \$5,000 in the erection of a large summer hotel near this city.

NANAIMO, B.C.—A new building will be erected by A. R. Johnstone, at the corner of Commercial and Bastion streets.

ARNPRIOR, ONT.—Tenders are asked by Geo. E. Neilson, town clerk, up to 15th inst., for purchase of \$8,500 of debentures.

WOODSTOCK, ONT.—It is understood that the new post-office will be built of stone, and will cost between \$40,000 and \$50,000.

TRURO, N.S.—The Nova Scotia Carriage Company, of Kentville, N. S., are considering the removal of their works to this town.

ST. JOHN, N. B.—Excavating is in progress for a brick building for Mrs. C. S. Phillips, corner Douglas avenue and Main street.

GUELPH, ONT.—G. R. Bruce, architect, has taken tenders for the extension of the Guelph Carpet Company's building on Neeve street.

ST. STEPHEN, N. B.—Mr. Wetmore, government engineer, has approved of the plans prepared by D. F. Maxwell for the repairs to lower wharf.

EDMONTON, N.W.T.—Tenders close on the 13th inst. for the superstructure of the proposed bridge to be built here by the Dominion government.

VERNON RIVER, P.E.I.—Heyden Vandlerstine will receive tenders up to October 1st for the erection of a school house, including heating by hot air.

HINTONBURG, ONT.—Work has been commenced on the construction of a system of water works, the franchise for which is held by E. J. Rainboth.

CHATHAM, ONT.—J. L. Wilson & Son, architects, have prepared plans for a two-storey brick house, to be erected on Joseph street, for F. C. Dunne.

PETROLEA, ONT.—A movement is on foot to organize a joint stock company,

having for its object the carrying on of a pork-packing business in this town.

COLLINGWOOD, ONT.—Tenders for the erection of a two story brick block, corner Hurontario and Second streets, are asked by C. Connell up to Saturday, 10th inst.

ST. THOMAS, ONT.—J. H. Still is negotiating for the purchase of Recreation Park, with a view to erecting a brick factory thereon.—The city will purchase 300 feet of fire hose.

WOODSTOCK, N.B.—George W. White, chairman General Committee, invites tenders for excavating, furnishing material, and building foundation for jail. Plans at office of A. Henderson.

GRANBY, QUE.—J. A. Tompkins, secretary-treasurer of the municipality, invites tenders up to October 3rd, at 8 p.m., for the purchase of fifty \$1,000 forty year, four per cent. debentures.

FREDERICTON, N.B.—The Fredericton Shoe Co have not yet succeeded in obtaining the necessary stock and it is probable that a building to cost less than the one first proposed will be erected.

LEVIS, QUE.—At the next council meeting the question of introducing water works and electric light systems into the town will be discussed. The project, if carried out, will cost from \$200,000 to \$300,000.

HALIFAX, N. S.—The Dominion military authorities have purchased a large tract of water front land at McNab's Island, at the entrance to the harbor, and will commence at once the construction of a large fort.

PARRY SOUND, ONT.—It is announced that the Atlantic & Lake Superior Railway Co. have succeeded in disposing of their bonds in London, and that the construction of the road will be proceeded with at once.

CHIPMAN, N.B.—Tenders for the erection of a Presbyterian church in this village are wanted by Duncan McLean up to September 17th. Plans at Mr. McLean's and at office of H. H. Mott, architect, St. John.

AYLMER, QUE.—Several lots were recently purchased here by Messrs. Thomas Whitley, J. M. McDougall, C. O'Connor, C. Magee, J. B. Fraser and W. H. Rowley, of Ottawa. It is said to be their intention to erect summer residences thereon.

ROSSLAND, B.C.—The report is confirmed that a company has been formed to build a drainage tunnel from the Columbia river to top Red mountain, but the details of its operation have not yet been settled. Mr. J. B. McArthur, of this place, is interested in the company.

CASSELMORE, ONT.—M. Harrison, clerk of Toronto Gore, will receive tenders up to Saturday, the 10th inst., for the construction of abutments at the west branch of the river Humber, between lots 5 and 6, township of Toronto Gore. Separate tenders for cedar and stone cribbing will be taken.

SUSSEX, N. B.—Thos. A. Peters, Deputy Commissioner of Agriculture, Fredericton, invites tenders up to Saturday, 10th inst., for the erection of a dairy school in this place. Plans at office of Attorney-General, this town, G. S. Fairweather, architect, St. John, and Deputy Commissioner of Agriculture, Fredericton.

CHATHAM, N.B.—Freeman C. Coffin, C.E., of Boston, has been making examinations of brooks and springs for the purpose of providing a suitable waterworks system for this town. It is probable that he will recommend that the supply of water be obtained from Morrison brook. The estimated cost of the system is placed at \$100,000.

DUNDAS, ONT.—The by-law granting a franchise to the Dundas Electric Co. was passed at the last council meeting.

The company agree to furnish light and power by December 1st next.—It is understood that John Bertram & Sons will proceed at once with the erection of additional buildings, the placing of a railway switch into their premises, and other improvements, towards which a bonus was recently voted.

VANCOUVER, B.C.—J. A. Kenworthy is about to commence the erection of a fine residence on Georgia street.—Mayor Garden will build a brick block on Cambie street, adjoining the Commercial Hotel. The building will be three stories, 25 x 55 feet, ground floor to be a large store, the office fitted with vaults, second floor of offices, and third floor for living apartments.

BRANTFORD, ONT.—Steps have been taken to prevent the carrying out of the flood prevention works for which contracts were let recently. A legal firm has written to each alderman contending that the proceedings in connection therewith were illegal.—Since the failure of the scheme to build a railway between Brantford and Woodstock, a movement has been commenced to form a syndicate to build the road. A local lawyer has offered to subscribe \$5,000.

QUEBEC, QUE.—It has been decided to build private residences instead of a hotel at the corner of St. Louis and St. Ursula streets, and in all probability new tenders will be invited.—The *Montmorency Cotton Co.* and the *Riverside Mfg. Co.* have been amalgamated, as a result of which a three-story addition will be built to the *Riverside mill* at *Montmorency*.—The *Quebec Harbor Commissioners*, of which *James Woods* is secretary, desire tenders by October 1st for 50,000 cubic feet of square white pine and 200,000 cubic feet of square spruce, tamarac or hemlock.

LONDON, ONT.—The Bell Telephone Company announce their intention of erecting an office building in this city, to be located on Park ave.—George C. Zimmerman, architect and superintendent, wants tenders by 4 p.m. of September 10th for the erection, on Bathurst street, of a brick cold storage warehouse.—The *People's Telephone Company*, according to report, intend to install a plant here at once. They will purchase their supplies from the *Carson-Stromburg Manufacturing Co.*, of Chicago, who will likely start a factory in this city.

PETERBORO, ONT.—The town engineer has been instructed to prepare specifications for sewers on Belmont avenue and Homewood avenue to Hunter street, thence east on Hunter street to Park street, thence south to Charlotte street and east on Charlotte street from Park street to Aylmer street. Branches are to extend down Reid street from the convent south to Charlotte street and down Rubidge street from Simcoe street to Charlotte street. Tenders will be called for the work, and as much as possible will be completed this season.—The council has decided to exempt the *Geo. Matthews Company* from taxation to assist them in enlarging their works.

MONTREAL, QUE.—Plans are being prepared for the construction of the dry dock in the east end, and work will shortly commence.—A sub-committee appointed to consider the question of draining the *St. Denis Boulevard* has made its report to the *Road Committee*. Three plans are named, first, by a sewer on *Levis street*; second, by going through *Riviere des Prairies*; and third, by means of a sewage farm. The first plan will necessitate the construction of sewers in a part of *Hochelaga* and town of *Delorimer*, and the improvement of some of the sewers of *St. Jean Baptiste* and *St. Denis* wards. The cost is given as \$237,728. The second method would be to use the *Levis street sewer* by means of a pump. The plan likely to be adopted is No. 3,

which consists of a system of irrigation, and is estimated to cost \$75,000.

HAMILTON, ONT.—William & Walter Stewart, architects, are preparing plans for a residence to be built on Main street east for A. E. Carpenter.—A building permit has been granted to *Pratt & Watkins* for a new building, three stories, to cost \$50,000. It is the intention to proceed with the work immediately.—The value of building permits issued during August was \$45,250, an increase of \$11,650 over the same month last year.—Mr. *Percy Domville* has been instructed by the *Special Electric Light Committee* to prepare an estimate of the cost of an electric lighting plant of 300 arc and 3,000 incandescent lights capacity.

TORONTO, ONT.—The Board of Control has sanctioned the construction of the following pavements, recommended by the *City Engineer*: *Brunswick avenue*, College street to *Sussex street*, 24-foot cedar block pavement, gravel foundation and stone curbs, cost \$5,020; *Orde street*, College avenue to *McCaul street*, 21-foot brick pavement, wood curbs, cost \$2,060; *Langley avenue*, macadam pavement, cost \$4,400; *Russell street*, 24-foot cedar block roadway, *St. George street* to *Spadina avenue*, cost \$2,020; *Richmond street*, south side, *Victoria* to *Yonge street*, brick sidewalk, cost \$420; *Wellesley crescent*, 24-foot cement sidewalk, north side, cost \$585; *South Drive*, *Rosedale*, macadam pavement, cost \$1,660; *Cameron street*, 21-foot brick pavement, from *Queen street* to *Cameron place*, cost \$3,220; *Front street*, macadam pavement, *George street* to *Trinity street*, cost \$7,010; *Grenville place*, *Yonge street* to *Surrey place*, macadam pavement, cost \$2,810; *Victor avenue*, *Logan avenue* to *Broadview avenue*, macadam pavement, cost \$5,150.—The ratepayers of the northern district of No. 6 ward are taking steps to secure street and sidewalk improvements.—At a meeting of *York township council* held on Monday last, the question of lighting the village of *Deer Park* was considered. The *Metropolitan Street Railway Company* asked for a franchise for electric lighting.

OTTAWA, ONT.—It is stated that the new hotel on *Mackenzie avenue* will not be built until next year. Mr. *Joseph Boyden* is endeavoring to finance the scheme.—G. M. *Bayley*, architect, is taking tenders this week for the erection of a three-story building on *Rideau street* south.—It is stated that the *Ottawa Powder Co.* intends locating its factory near *Billing's Bridge*, and that plans for same have been prepared.—There is a movement on foot to secure the extension of the *Ottawa Street Railway* through *Britannia*, but it is probable that the matter will not be taken up before next spring. The cost of the extension is placed at \$125,000. It is also urged that the road should be extended to *Rockland*, a distance of 22 miles.—The sub-committee appointed to consider an auxiliary water power for waterworks purposes have requested the city engineer to prepare estimates for a reservoir to contain 24,000,000 gallons of water, and for stand-pipes with the same capacity; also for a 10,000 gallon steam plant.—There is a movement on foot among the mill owners of the *Chaudiere* to raise the dam across the head of the falls some three feet.—The *Building Inspector* has issued the following permits: *Mrs. M. A. Turner*, brick addition to houses No. 90 and 92 *O'Connor street*, cost \$1,000; *A. E. York*, two frame dwellings, 13 *Gilmour street*, cost \$2,000; *Dr. Cousens*, alterations to house, 277 *Cooper street*, cost \$1,200; *A. Sparks*, double tenement brick veneered house, *Maria street*, cost \$800; *F. C. Clemow*, brick dwelling, north side *Slater street*, cost \$5,000; *John D. Barber*, double tenement brick veneered house, west side of *Dufferin street*, cost \$1,500.

WINNIPEG, MAN.—The Manitoba Trusts Corporation have decided to erect a large office building on the property recently acquired by them facing on Main street, and have retained the services of Mr. Geo. W. Gounlock, architect, Toronto, to plan and design the building, which will be five stories and basement in height and cost \$45,000. It is the intention to secure tenders and let the contracts this fall.—The city will carry out the following works: Sewer on Furby street, between Portage avenue and Nellie avenue, cost \$3,000; sewer on Lombard street, from end of present sewer to the river bank; 24 foot macadam pavement on Redwood avenue, from Main street to Aikins street; macadam pavements as follows: on Lombard street, from Main street to the Red river, cost \$4,100; on Graham avenue, from Fort street to Vaughan street, cost \$7,060, on Arthur street, from the north line of McDermott avenue to the south line of Bannatyne avenue, cost \$770, on Colony street, from Broadway to Proud street, cost \$2,283, on Proud street, from Colony street to Osborne street, cost \$1,780, on Edmonton street, from Portage avenue to Notre Dame avenue, cost \$5,780.—The Committee on Works has recommended that repairs be made to the Salter street bridge, at a cost of \$2,700.—E. Sidvall, of Ottawa, on behalf of a Swedish firm, has asked the council what assistance might be expected towards the establishment of a match factory.—The council of the University of Manitoba held a meeting last week, at which the question of a site for the proposed new building was considered. It is hoped to be in a position to secure plans for the building at an early date.

FIRES.

Recent fires included the following: Warehouse of the Parmenter & Bullock Co., at Gananoque, Ont.; loss \$25,000, well insured.—Cheese factory at Valentia, Ont.; insured in the Waterloo Mutual.—W. H. Lawson's saw mill, near Park Head, Ont., totally destroyed by fire.—Watson block at Woodstock, Ont., damaged to the extent of \$2,000.—Power house of the London Electric Company at London, Ont.; partially destroyed; loss \$3,000.—The Bertram shipyard and buildings, badly damaged; loss on machinery and buildings, \$70,000.—Carpenter shop of C.P.R. at Hochelaga, Que.; loss \$4,000.—Alexander Johnston's residence at Goderich, Ont.; loss \$1,500, no insurance.

CONTRACTS AWARDED.

CHATHAM, ONT.—New building for Tighe's evaporator works: Rayment Bros., contractors.

SACKVILLE, N. B.—New school house: Rhodes, Curry & Co., Amherst, contractors; price \$6,000.

VANCOUVER, B. C.—Brick dwelling for Hope & Graveley: H. Carter, contractor; two stories, 25 x 122 feet.

DUNDAS, ONT.—The Guelph Pavement Co. were successful tenderers for granolithic walk on King street.

ST. HYACINTHE, QUE.—Messrs. Blondin have obtained the contract for heating apparatus for the church at Montmagny.

OWEN SOUND, ONT.—The council has resolved to purchase a 15-ton steam road roller from a Harrisburg firm, at the price of \$3,000.

WELLAND, ONT.—The contract for laying cement walk on Muir street was let to Marcus Vanderburgh, at 15 cents per foot.

ANTIGONISH, N. S.—The contract for rebuilding St. Bernard's convent has been

awarded to Messrs. Angus McDonald & Son, of Truro, at \$11,342.

MONTREAL, QUE.—Construction of the Ogilvie ditch: Walter E. Wood, contractor; price \$1,800.—Vincent Dufresne, architect, has awarded the contract for the Longueuil fire station to Chapleau & Leboruffe; cost \$5,720.—Robert Findlay, architect, has awarded contracts as follows for a library at Westmount: Masonry, Heggie & Stewart; brickwork, A. Leger; carpenter work, A. Strang; roofing, Campbell & Gilday; plumbing, W. J. Graham; plastering, J. Morrison & Son; steel beams, Dominion Bridge Co.—Same architect has let contracts for Mr. R. Harvey's house as follows: Masonry, Wm. Oman; brick work, V. H. Boom; carpenter work, R. Sharp; plumbing, J. W. Hughes; painting, G. S. Kimber; electric work, H. E. P. Bulmer; iron work, Dominion Bridge Co.—For the building of the Westmount stables the contractors are: Masonry and brickwork, E. Riel; carpenter work, Bowie & Jackson; plumbing, Wm. Graham; painting, J. Murphy; electric work, Canadian General Electric Co., steel beams, Dominion Bridge Co.

TORONTO, ONT.—The Board of Control last week accepted tenders as follows: Asphalt pavement—Sussex avenue, Spadina avenue to St. George street, Warren-Scharfe Paving Company, \$6,775; cedar block pavements—Clarence square, north, east and south sides, Dominion Contracting & Paving Co, \$1,376; Bolton avenue, Gerrard to Queen street, Dominion Contracting & Paving Company, \$3,969; Gwynne avenue, King to Queen street, Dominion Contracting & Paving Company, \$1,695; macadam roadway—Givens street, Queen to Argyle street, D. McKnight, \$2,197; tamarac pavement—Scott street, Esplanade to Front street, Dominion Paving & Construction Company, \$4,493; brick sidewalk—Front street, south side, from Bay to 116.7 feet west of Yonge street, Constructing & Paving Company, \$1.18 per lineal foot; Concrete sidewalks—Front street, south side, from Lorne street to 101 feet east, \$1.41 per lineal foot; Front street east, north side, in front of Nos. 36 to 50, \$1.68 per lineal foot; Bay street, east side, Adelaide to fire hall, \$1.54 per lineal foot.

BIDS.

WILLOWDALE, ONT.—Three tenders were received for building the iron chord bridge over the Black Creek in township of York, near Weston, viz.: Thos. Tire, Lambton Mills, \$359; J. H. Hamlyn,

Toronto, \$325; Henry Sylvester, York Mills, \$294. The lowest tender has been accepted and contract entered into. Work will commence at once.—Three tenders were received for constructing the iron work of two spans for steel bridge over the River Rouge, in township of Scarborough, viz.: Stratford Bridge & Iron Works Co., \$814, Hamilton Bridge Works Co., \$660; Dominion Bridge Co., \$625. This structure will not be built, as the council has decided to repair the old bridge for the present. Tenders for repairs closed on 1st Sept. P. S. Gibson & Sons, engineers.

BUSINESS NOTES.

Andrews & Robinson, contractors, Winnipeg, have dissolved partnership, Wm. T. Andrews continuing.

At a meeting of the creditors of Douglas Bros., galvanized iron and metal workers, Toronto, held last week, the statement presented showed the liabilities to be \$14,209.54, while the assets were \$11,057.41. An offer to compromise at 30 cents on the dollar was made and accepted.

A difficult excavating undertaking has recently been accomplished by Mr. H. H. Edgerton, of Rochester, N. Y., on the Jordan level of the Erie canal, where the conditions were unusually bad. The deepening of the canal prism was undertaken by Belden & Seeley, of Syracuse, and involved the removal of marl, clay and quicksand too soft in many places to support a man. Thirty-foot piles would sink 25 feet in it under the weight of the hammer and then encounter a very hard stratum, believed to be cement gravel. The material would rise when an attempt to excavate it was made, and both banks of the canals settled several feet in places, in spite of piling and sheeting used to prevent the movement. New plans were accordingly prepared and Mr. Edgerton entrusted with their execution. Piles have been driven close together along the bottom of the canal and embankments, and braced together by caps bolted to their tops. Struts 12 inches square and 40 feet long, made by bolting 2 inch planks together, were then laid across the bed of the canal at distances of 8 feet, and the bed of the water thus finished much after the model of a timber drydock.

THE HAMILTON BRIDGE WORKS CO., LIMITED.

HAMILTON - CANADA

Railway and Highway Bridges

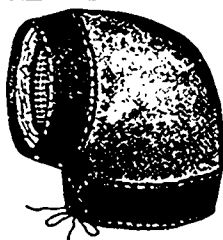
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HARDENING PLASTER.

The following process is noted from France for hardening plaster, so that it may be used as flooring, as wood and tiles are at present. About six parts of good quality plaster are intimately mixed with one part of freshly-slacked white lime finely sifted. This mixture is then laid down as quickly as possible, care being taken that the trowel is not used on it for too long a time. The floor should then be allowed to become very dry, and afterwards be thoroughly saturated with sulphate of iron or zinc—the iron giving the strongest surface, the resistance to breaking being twenty times the strength of ordinary plaster. With sulphate of zinc the floor remains white, but when the iron is used it becomes the color of rusted iron, but if linseed oil, boiled with litharge, be applied to the surface, it becomes a beautiful mahogany color. Especially is this the case if a coat of copal varnish be added.—Invention.

A NEW STATION.

It is said that arrangements are being perfected to build a magnificent passenger station in Chicago, on the land between States street and Pacific avenue, and south from Polk street. The roads interested in the project are those now entering Dearborn station, including the Grand Trunk.

The death is announced of M. W. M Briggs, plumber, Montreal.

AQUARIUM CEMENT.

How to cement the glass sides in an absolutely waterproof manner is, to many, an unsolved problem. Most of the recipes given, although of easy application by manufacturers, are by no means available to amateurs. The latter may be glad to know that twenty five parts of gutta percha, carefully melted, seventy five parts of ground pumice stone, and 100 parts of burgundy pitch, all mixed and melted together, form the best known cement for the purpose. A little deftness in applying (after the fashion of putting glass in an ordinary window frame) is necessary; but once properly in place, it forms a leak-defying cement.

THE OLDEST STEAM PUMPING ENGINE.

The oldest engine in the world is in the possession of the Birmingham Canal Navigation in England, and was constructed by Bolton & Watt in the year 1777, the order being entered in the firm's books in that year as a single-acting beam engine, with chains at each end of a wood beam, and having the steam cylinder thirty-two inches in diameter, with a stroke of eight feet, and erected at the canal company's pumping station at Rolf street, Smethwick. During the present year this remarkable old engine, which has been regularly at work from the time of its erection to the current year—a period of, say, 120 years—was removed to the canal company's station

at Ocker Hill, Tipton, there to be re-erected and preserved as a relic of what can be done by good management when dealing with machinery of undoubted quality. It is worthy of note that the Birmingham Canal Navigation favored Bolton & Watt in 1777 with the order for this engine, and in 1898, or 120 years afterwards, the company have entrusted the same firm, James Watt & Co., Soho, Smethwick, with the manufacture of their modern, triple expansion, vertical engines, to be erected at the Walsall pumping station, having 240 horse-power and a pumping capacity of 12,713,600 gallons per day.

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TO MUNICIPAL OFFICERS.

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

SEWAGE DISPOSAL.

Sewage and sewage disposal have been questions which have engaged the attention of leading chemists and sanitary scientists for many years in European countries, but, strange to say, in a very minute degree on this continent. Many excellent works have been written on the "Treatment of Sewage," but none have struck home, except in the case of one or two comparatively small communities in the United States. It is but right to say that the soil purification and agricultural utilization of a city's sewage, though perfectly correct in principle, has some features about it which are, at least in many cases, impractical. In large centres of population the first great difficulty is the large quantity to be dealt with, but there are remedies proposed for even this drawback.

There has been in existence at a college in St. Laurent, a suburb of Montreal, a small farm, which was recently visited by members of the Montreal City Council. The Gazette says:

The visitors were escorted to the college, and after being introduced to the Procureur (Rev. Father Renaud), were hospitably entertained. An inspection of the farm was then made under the guidance of Mr. G. Janin, C.E., who is in charge. The ground, a few acres in extent, was minutely examined. It was observed that the land was cut up into sections, through which ran a series of narrow drains, into which the feculent matter was pumped. There were no offensive odors to speak of; the nasty fluid gradually percolated through the soil, and the fine crop of onions, vegetables, etc., proved that the fertilization did not injure or retard their growth.

It is pointed out that at the present time as much as 8,000 gallons of sewage is being disposed of in this manner; and it can readily be understood that during the scholastic year three times that amount would have to be handled.

Mr. Janin accentuated the fact that at

the busiest time the whole of the sewage would be absorbed in two or three hours. Being asked if there was any danger of freezing in the winter months, Mr. Janin said it had never occurred, to his knowledge; and he did not believe that it was possible, for the reason that the saline matter in the sewage precluded the possibility of such a contingency. In Paris, where the system had been in vogue for many years, and many times under the lowest temperatures, such a thing had never occurred. "I may add," said Mr. Janin, "that the system we are now advocating was the subject of an interesting paper, a synopsis of which was published in The Gazette during the meeting of the British Medical Association at Montreal in 1897."

Whether the sewage farm system would be applicable here is a moot question. Other methods have been developed, among the best being what is known as the International process, the best known and most widely used in Great Britain. It was first put into operation about eleven years ago at Acton, where the system is still in successful operation.

In explanation of the process, it is pointed out that the sewage receives its proper proportion of ferrozone (a precipitant and deodorant), as it flows from the sewer into a channel, through which it passes to the settling tanks; the ferrozoned sewage flows on into another channel which surrounds the top of the sewage tank, on the outside, and passes down from it through a series of vertical pipes, which enter and deliver the sewage into the tank near the bottom, thus aiding materially the sedimentation of the suspended matters carried by the sewage, and depositing them almost as soon as the sewage has been delivered into the tank. The sewage water (after having parted from the solids which have been deposited in the bottom of the tank) then rises up inside, and flows out through iron channels placed across the mouth of the tanks near the top to the filters, and comes out again from the filters, having a sufficient degree of purity to allow it to flow into any river, stream or body of water, without polluting the same, and in a highly purified condition to satisfy the demands of the most advanced sanitary critics.

The water will not decompose in hot seasons, but it will remain inodorous, non-putrescible, clear and tasteless; and will

not kill fish. Ferrozone, the chemical used to treat the sewage, is acknowledged to be the best and most powerful precipitant and deodorant known for sewage purification. By virtue of its soluble salts, it soon causes subsidence of the suspended solids, and the sludge precipitated by it is rich in ammonia, and is therefore valuable as a fertilizer.

The polarite used in the filters for purifying the ferrozoned sewage water from the putrescible matter, which is dissolved therein, is a powerful deodorizer also, as well as a purifier, by virtue of the oxygen occluded in its microscopic pores, and which is constantly supplied by the surrounding air and water.

LEGAL DECISIONS AFFECTING MUNICIPALITIES.

CITY OF KINGSTON VS. KINGSTON AND PEMBROKE RAILWAY COMPANY.—Judge Wilkinson has handed out judgment in the case of the City of Kingston vs. the Kingston and Pembroke Railway Company, a suit for interest on overdue taxes for the years 1894, 1895, 1896 and 1897. By the terms of a by-law adopted in 1881, representatives of the company and the city were to meet annually and adjust the amount of taxes due on certain lands held, but not used by the company. The company did not pay its taxes in the years named until long overdue, and percentage was charged according to the terms of a civic by-law. The company contended that the taxes were not due until the amount had been adjusted, but the city took the opposite ground, and the judge upheld this decision. The company is therefore liable for the percentage on the taxes of the four years mentioned.

WOOD FOR PAVEMENTS.

Mr. Thomas Southworth, Clerk of Forestry for Ontario, has suggested that jack pine be employed for street paving purposes. Concerning it he says: "This timber is to be found in considerable quantities in the sections north of Lake Huron and the Georgian Bay, and on the north shore of Lake Superior. It is a very hard, close-grained wood, containing more or less resin. It is used to some extent for railway ties, but is so hard and resinous that it has not been considered suitable for lumber. Jarrah wood, imported from Australia, is used very largely in England for street paving material. The demand for this kind of wood has been so large that it has almost exhausted the supply immediately available, and paving operations had to be suspended in some quarters in England owing to the scarcity. In several of the best residential sections of London they are discarding granite for paving purposes and using Jarrah wood. It is very hard and durable, and is treated with creosote so as to deaden the noise of vehicular traffic."

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	\$	\$	\$	\$
Mill cull boards and scantling 9 00	10 00	10 00	12 00	
Shipping cull boards, pro-				
miscuous widths.....12 00	13 00		13 00	
Shipping cull boards, stocks 15 00	16 00		16 00	
Hemlock scantling and joist				
up to 16 ft.....10 00	12 00		10 00	
Hemlock scantling and joist				
up to 18 ft.....11 00	12 00	12 00	13 00	
Hemlock scantling and joist				
up to 20 ft.....12 00	13 00	13 00	14 00	
Cedar for paving, per cord....	5 00		5 00	
Cedar for kerbing, 4 x 14,				
per M.....14 00	14 00		14 00	
Scantling and joist, up to 16 ft				
" " " " 18 ft	14 00		14 00	
" " " " 20 ft	15 00		16 00	
" " " " 22 ft	16 00		16 00	
Scantling and joist, up to 22 ft				
" " " " 24 ft	17 00		17 00	
" " " " 26 ft	19 00		19 00	
" " " " 28 ft	20 00		21 00	
" " " " 30 ft	21 00		22 00	
" " " " 32 ft	22 00		23 00	
" " " " 34 ft	23 00		24 00	
" " " " 36 ft	24 00		25 00	
" " " " 38 ft	25 00		26 00	
" " " " 40 ft	26 00		27 00	
" " " " 42 ft	27 00		28 00	
" " " " 44 ft	28 00		29 00	
Cutting up planks, 1 1/2" and				
thicker, dry.....25 00	28 00	25 00	30 00	

LUMBER.

B. M.

1 3/4 in. flooring, dressed, F. M.	34 00	36 00	28 00	31 00
1 1/2 inch flooring, rough, B. M.	13 00	22 00	18 00	22 00
1 1/2 " " dressed, F. M.	25 00	28 00	27 00	30 00
1 1/2 " " undressed, B. M.	18 00	19 00	18 00	19 00
1 " " dressed.....18 00	20 00	20 00	18 00	22 00
1 " " undressed.....12 00	15 00	15 00	12 00	15 00
Beaded sheeting, dressed.....	20 00	35 00	22 00	35 00
Clapboarding, dressed.....	14 00	8 00	8 00	12 00
XXX sawn shingles, per M				
16 in.....2 40	2 35			3 00
XX sawn shingles.....1 60	1 50			
Sawnlath, No. 1.....1 75	2 03	2 50		2 60
Cedar.....2 90	2 90			2 90
Red oak.....30 00	40 00			30 00
White.....37 00	45 00			35 00
Basswood, No. 1 and 2.....28 00	30 00			28 00
Cherry, No. 1 and 2.....70 00	90 00			70 00
White ash, No. 1 and 2.....24 00	35 00			30 00
Black Ash, No. 1 and 2.....20 00	30 00			28 00
Dressing stocks.....16 00	22 00	16 00		22 00
Picks, American inspection...	30 00			40 00
Three uppers, Am. inspection	50 00			50 00

(Continued on Page 8)

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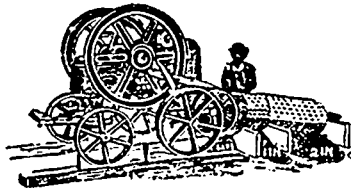
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