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CANADIAN CONTRACT RECORD

A WEEKLY JOURNAL OF
PUBLIC WORKS • TENDERS • ADVANCE INFORMATION • AND MUNICIPAL PROGRESS

EVERY THURSDAY

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

Vol. 9.

FEBRUARY 3, 1898

No. 1.

THE CANADIAN CONTRACT RECORD,

PUBLISHED EVERY THURSDAY

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

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

C. H. MORTIMER, Publisher,

CONFEDERATION LIFE BUILDING, TORONTO.
Telephone 2362.

New York Life Insurance Building, Montreal.
Bell Telephone 2299.

Information solicited from any part of the Dominion regarding contracts open to tender.

Advertising Rates on application.

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NEW CITY BUILDINGS

Tenders addressed to the Chairman of the Board of Control, City Hall, Toronto, will be received, through registered post only, up to noon on

WEDNESDAY, THE 16TH DAY OF FEBRUARY NEXT,

for the following works and services in connection with the above mentioned buildings:

1. Hydraulic or Electric Elevators, with Electric Plant, Etc.
2. Marble Dado Work for Main Corridor.
3. Tile Flooring for Main Corridor.

Tenders must be marked on the outside, so as to show plainly for which of the above mentioned works they are put in.

Plans, specifications and forms of contract may be seen and forms of tender and all information obtained upon application at the office of E. J. Lennox, Architect, corner of King and Yonge streets, Toronto, on after Saturday, February 5th, 1898.

Each and every tender must be on the forms supplied by the architect, and be accompanied by a marked cheque equal to 2½ per cent. on the amount of the tender. Tenders must also bear the bona fide signatures of the party tendering and his sureties, and must comply in every particular with the terms of this advertisement and the specifications.

Should any person or persons whose tender is accepted fail to execute the necessary contract, and give security satisfactory to the City Treasurer for the due fulfilment thereof, his or their deposit will be forfeited to the city.

The deposits of unsuccessful tenderers will be returned.

The lowest or any tender not necessarily accepted.

JOHN SHAW, Mayor,
Chairman Board of Control.

Toronto, February 1st, 1898.



Tenders will be received by registered post only, addressed to the Chairman of the Board of Control, City Hall, Toronto, up to Noon on WEDNESDAY, 16th FEBRUARY, 1898, for the supply of

PAVING BRICK

for the year ending December 31st, 1898.
Contents of envelopes containing tenders must be plainly marked on outside.

Specifications may be seen and forms of tender obtained at the office of the City Engineer, Toronto, on and after Monday, February 7th, 1898.

A marked cheque, payable to the order of the City Treasurer, Toronto, for 5 per cent. of the amount tendered for up to \$1,000, and 2½ per cent. of the amount over that sum, must accompany each and every tender, otherwise it will be ruled out as informal.

The lowest or any tender not necessarily accepted.

JOHN SHAW, Mayor,
Chairman Board of Control.

City Hall, February 1st, 1898.

BUSINESS NOTES.

Hawes & Matchett, painting mill and builders, St. Thomas Ont., have dissolved, E. M. Matchett retiring and R. Sanders being admitted.

James H. Johnston and Leonard H. Johnston now comprise the firm of Johnston Bros., manufacturers of sash and doors, Knowlton, Que.

IMPORTANT NOTICE

With the object of conveying information more promptly to subscribers, and thus increasing the value of the CONTRACT RECORD, it has been decided to change the publication day from Thursday to Wednesday of each week. Commencing with the issue of February 16th, the CONTRACT RECORD will be published

EVERY WEDNESDAY MORNING.

To ensure insertion in the current week's issue, advertisements and news items must reach the office of publication not later than TWO O'CLOCK ON TUESDAY, as the paper will go to press at 3 p. m. in the afternoon of that day.

Architects, Municipal Officers and others are asked to kindly note the above change, and to forward matter for publication in accordance therewith.

CONTRACTS OPEN.

AUGHRIM, ONT.—A new English church will be erected here.

WALKERVILLE, ONT.—The Mayor is negotiating for the sale of debentures.

OSHAWA, ONT.—The council is advertising for a site for a market building.

NORMAN, MAN.—P. L'Heureux will build a new hotel here during the coming summer.

ALMONTE, ONT.—It is rumored that the C. P. R. station is to be replaced by a new structure.

GREENOCK, ONT.—John Brockie intends erecting a brick veneered residence next summer.

NELSON, B.C.—A by-law authorizing a loan of \$5,000 has been read the third time in council.

HARROW, ONT.—S. C. Zimmerman is preparing to put in a patent dry kiln at his lumber yard.

GLENBORO, MAN.—J. F. Fumerton & Co. have decided to build a large brick store next season.

RENFREW, ONT.—The town will rebuild the Cedar bridge on Lisgar street, at a cost of \$1,500.

WEST ZORRA, ONT.—Hugh McCorquodale intends building a new brick residence next summer.

ARDEN, ONT.—Rev. D. C. Day wants tenders for building a church. The date limit is February 12th.

DAUPHIN, MAN.—Steps will be taken at an early date to provide additional school accommodation.

WHITEWOOD, N. W. T.—An effort is being made to form a joint stock company to erect a stone concert hall.

WINDSOR, N. S.—There will be a number of stores and dwellings commenced as soon as the spring opens.

VANCOUVER, B. C.—It is the intention of the C. P. R. to enlarge several hotels along their line in the west.

CHESLEY, ONT.—The Presbyterian church trustees are erecting a Sunday school room, at cost \$4,500.

HAWKESBURY, ONT.—The Hawkesbury Lumber Company are rebuilding their saw mills which were burned recently.

CHATHAM, N. B.—The Maritime Sulphite Fibre Company contemplate building a short elevated electric road.

MERLIN, ONT.—A new block will be built in the spring on the site of the building now occupied by W. Guernacy.

BRUCEFIELD, ONT.—The Presbyterian church congregation are canvassing for funds for the erection of a Sunday school room.

NORTH GOWER, ONT.—Thos. Kerr, of Wellington, has purchased property on which he will erect a dwelling house and machine shop.

ST. MARYS, ONT.—The Road and Bridge Committee are having plans prepared for a steel bridge, with stone abut-

ments, over Trout creek, for which tenders will shortly be asked.

SHERBROOKE, QUE.—Hodge & Walley, of this town, want tenders for supplying 50,000 electric railway ties, of cedar or tamarac.

PAISLEY, ONT.—Separate tenders are wanted by James McKittrick, 12th concession of Bruce, for the erection of a brick residence.

WELLESLEY, ONT.—C. F. Ottmann, secretary School Board, will receive tenders until the 10th inst. for the rebuilding of a school house.

HINTONBURG, ONT.—The villages of Hintonburg and Mechanicsville will probably join in the construction of a waterworks system.

GALT, ONT.—The Dominion Carpet Co., of Elora, will probably remove to this town, in which case a building will be erected, to cost about \$15,000.

WELLAND, ONT.—The Welland Aqueduct Power Company has been organized, with a capital of \$25,000, to supply electricity for light, heat and power.

VALMER, QUE.—A. Lindsay contemplates rebuilding his steam mill.—The Hut Electric Company have decided on the erection of a new boat-house.

MARTINTOWN, ONT.—Tenders are invited until the 10th instant for the erection of a school house. Plans at office of secretary, Duncan P. McDermaid.

MILLTOWN, N. B.—Tenders close on the 10th instant for alterations to the Presbyterian church and the erection of a vestry. H. D. Morrison, secretary.

ANNAPOLIS, N. S.—The C. O'Dell Electric Light Company is seeking incorporation. The company consists of Carman O'Dell, Jos. Foster, and others.

CLINTON, ONT.—Mr. Wm. Doherty has offered to donate half the cost of a new Methodist church, and subscriptions are now being taken to raise the balance.

ST. CATHARINES, ONT.—The city is offering for sale about \$9,000 of local improvement bonds. Tenders close February 5th. Wm. A. Mittleberger, treasurer.

SIMCOE, ONT.—Tenders for the purchase of \$6,784 5 per cent. twenty year debentures will be received by W. C. McCaul, town clerk, until Friday, the 11th inst.

BRASIDE, ONT.—Messrs. David Gibbs, M.P.P., of this town, J. O. Blondin, and others, are seeking incorporation as the Lac Temiscamingue Navigation Company.

NAPANEE, ONT.—The town council have accepted a proposition made by John R. Scott to supply electric light. Mr. Scott agrees to install an incandescent and arc plant within one year.

WHITE LAKE, ONT.—J. D. McNab, township clerk, of this place, will receive offers until the 7th inst. for building a bridge over the Madawaska river at Burastown. Plans at clerk's office.

BURFORD, ONT.—The ratepayers have decided to allow a portion of the \$8,000 granted for school purposes to be used for the construction of an iron bridge. Other bridges will be built out of the township funds.

WOODSTOCK, N. B.—Mayor Hay, in his inaugural address, stated that the improvement of the fire alarm system and the asphaltting of the sidewalks of Main street should be carried out during the present year.

LISTOWEL, ONT.—The County Council has been asked to assist in rebuilding a bridge on Wallace street. It is intended to put steel caps on the piles, and new steel girders and granolithic walks, at a cost of \$3,500.

LENNOXVILLE, QUE.—Tenders are asked until Thursday, 10th inst., for the

erection of a school house in district No. 16, near this town. Plans at office of Wm. W. Barker, secretary School Commissioners of Ascot.

OWEN SOUND, ONT.—The deputation from this town which interviewed the Dominion government last week urged the carrying out of improvements to the harbor here, including dredging and the construction of a dry dock.

GODERICH, ONT.—The town council has voted in favor of assisting in the construction of a large grain elevator.—The citizens are discussing the advisability of aiding a new line of steamers to run from Windsor to Sault Ste. Marie.

RAI PORTAGE, ONT.—The Miner states that large pulp mills will be erected at Keewatin, also a man-moth flour mill at Norman.—Mrs. G. A. Kobald is inviting tenders for one double and two single five-roomed brick veneered cottages.

GUELPH, ONT.—At the last Council meeting the County Roads Committee was instructed to report on the advisability of purchasing one or more stone crushers.—D. & O. Sorby want tenders until February 4th for building a brick stable.

HOPEWELL HILL, N. B.—The New Brunswick government is taking tenders for the erection of a stone culvert and embankment at Church Brook. Tenders have also been called for the construction of a new bridge over Crooked creek at Albert.

CHARING CROSS, ONT.—Tenders for the erection of a pumping plant for the Pike drainage works, capable of discharging 20,000 imperial gallons of water per minute, with a lift of six feet, will be received by N. Shepley, Reeve of Raleigh.

LAKEHURST, ONT.—A. L. Shearer will receive proposals until Saturday, 19th inst., for building a school house in Section No. 3 of Harvey, to be frame, veneered with brick, and having stone foundation. The contractor must furnish plans and specifications.

CALGARY, N. W. T.—The city has passed a resolution that it would be in the best interests of the city to own and operate a waterworks system. An effort will be made to purchase the present works, but if unsuccessful, the city will construct a system of its own, at an estimated cost of \$75,000.

BRANTFORD, ONT.—Tenders are invited by C. K. McGregor, Esq., for a store building with offices above to be erected on Dalhousie street, from plans and specifications prepared by Mr. George W. Gouninlock, architect, Toronto.—The town council is considering the purchase of a steam road roller.

LINDSAY, ONT.—Mr. A. W. Campbell, Provincial Road Commissioner, recently delivered an address before the City Council on the question of road improvement. It is the intention of the Commissioner to push a number of lines of highways from one end of the province to the other, and the counties will be asked to contribute towards the expense.

VICTORIA, B. C.—F. M. Rattenbury and others, of this city, will apply for a charter to build a railway from Marshal Lake, and a tramway on either side of White Horse Rapids and Miles Canyon. In this connection a contract has been given to the Albion Iron Works for the machinery for four new vessels to ply on Lake Bennett.

HALIFAX, N. S.—It is understood that F. B. Wade will endeavor to secure a charter to build a railway from Shelburne to this city. The Coast railway promoters have already a charter covering this section, and now have engineers surveying the ground.—The City Engineer has been making surveys back of St. Margaret's bay road with a view of ascertaining if sufficient water power can be obtained to operate an electric light plant.

BUCKINGHAM, QUE.—The Dufferin Falls Lumber, Pulp & Paper Company, composed of James T. Shearer, lumber merchant, William Currie, paper manufacturer, and others, of Montreal, have purchased the property at this place belonging to the estate of Ross Bros. It is said the company will build large pulp and paper mills, and that a large electric light and power plant may also be installed.

PETERBORO', ONT.—Mr. D. A. Starr, manager of the Cornwall Electric Railway Company, submitted to the town council at its last meeting a scheme for the construction of an electric railway from this town to Chemong and Lakefield. The company propose to lease the Chemong and Lakefield lines from the G. T.R., convert them into electric roads, and take over the freight business. The cost is roughly estimated at \$350,000.

ST. JOHN, N. B.—R. C. John Dunn, architect, is preparing plans for a dwelling house to be built on German street for J. W. Holly.—Mr. M. F. Mooney, who is interested in the erection of the proposed pulp mill at Mispec, near this city, has left for England, to confer with the directors of the company. Upon his return the work is likely to be proceeded with.—H. H. Mott, architect, is preparing plans for a Roman Catholic church to be built at Sussex.

ROSSLAND, B. C.—The Miner states that a new project is on foot to supply the mines with electric power. The promoters propose installing dynamos at the Kootenai Hydraulic Mining Company's plant on the Pend d'Oreille, back of Waneta, and transmitting electricity to Rossland, a distance of 17 miles. At the outset the plant will have a capacity of 750 horse power, but will be so constructed as to permit of greatly increasing this power. About \$170,000 has been subscribed towards the enterprise, and there are still some 200,000 shares of stock in hand. Orson D. Archer & Son, of New York, are the eastern representatives of the project.

WINNIPEG, MAN.—It is the intention of Gordon & Ironsides to construct a large abattoir and cold storage warehouse.—The announcement is made that the local government intend to build a railway from Winnipeg to a Canadian port on Lake Superior. It is also stated that Mr. James Hill, of the Great Northern railway, has secured possession of the Manitoba & North Western railway, and will extend the road.—At an early meeting of the School Board the question of providing increased accommodation will be considered.—Colonel H. N. Ruttan, city engineer, has recently been in Montreal and other cities investigating the different methods of disposing of garbage and of pumping water from artesian wells. Upon his return he will make recommendations to the city council.

WINDSOR, ONT.—Mr. John Bell, for the Grand Trunk Railway Company, gives notice of application to parliament for the incorporation of the Windsor and Detroit Union Bridge Company, to build a bridge across the Detroit river, at or near this city.—Provision will have to be made at an early date for increased school accommodation.—At a recent meeting of the Essex County Council the Road and Bridge Committee sanctioned the construction of the following: New bridge over River Canard, cost \$1,732; new bridge over Bell River, cost \$1,099; new bridge over Tramblye creek, on county line between Essex and Kent.—Wm. Newman, C.E., of this place, has been engaged by the Tilbury North council to report on the repairs to Tremblay creek, between the M. C. R. and the C. P. R.

KINGSTON, ONT.—A Montreal architect is preparing plans for the buildings to

be erected in this city by Messrs. Abbott & Co.—The City Engineer has been requested to prepare an estimate of the cost of a sewer on Barrack street.—The City Council has decided to co-operate with the Board of Trade in securing the necessary dredging of the harbor.—The Secretary of the General Hospital has been instructed to advertise for tenders for the reconstruction of the Watkins' wing, the cost of which is estimated at \$12,000. The plans provide for twenty rooms. The question of putting in an elevator has not yet been decided.—The building to be erected by the Montreal Transportation Co. will be 290x75 feet. The power house will be 50 feet square, and will be equipped with three boilers and one engine of 600 horse power. A brick and stone chimney, 25 feet square at the base and 125 feet high, will be erected.

QUEBEC, QUE.—Mr. Tanguay, architect, is preparing plans for a residence to be built at Maple ave. for Prof. C. J. Magnan. P. K. Hunt and Mr. Drysdale will also build residences on same street.—The Quebec Bridge Co. have completed the details of their charter, and will ask the government at the forthcoming session for a grant towards the proposed bridge.—F. M. Talbot, architect, has in hand the erection of a residence at St. Romuald for L. J. Demers. Same architect is preparing plans for a store and residence at Levis for C. A. Prevost, and for the reconstruction of the building formerly occupied by F. X. Morency, for the Pere heirs.—It is said that a large syndicate will erect a pulp mill at St. Joseph d'Alma. It is further stated that a pulp mill will be erected at Victoriaville, the promoters of which are Hon. R. R. Dohell, of this city, and Mr. Panneton, of Three Rivers. They ask a bonus of \$25,000 from the town after they have spent \$250,000 upon the undertaking. The motive power is to be electricity, derived from a water power at St. Ursule.

OTTAWA, ONT.—A deputation representing the Carlton Law Association recently pointed out to the County Council the necessity of increased accommodation at the court house, and suggested the building of a wing.—The construction of the proposed interprovincial bridge is expected to commence next week.—Mr. Paul Weatherbee, chief engineer of the Militia Department, left last week for Montreal to inspect the drill sheds.—It is said that J. R. Booth and the Bronson & Weston Lumber Company are figuring on plans for equipping their mills with burners for consuming the sawdust.—A scheme will be laid before Parliament at the coming session for the construction of a canal from the St. Lawrence river to Lake Champlain. Geoffrion, Dorion & Allan, of Montreal, are solicitors for the company.—Isaac N. Kendall, millwright, will leave next week for British Columbia for the purpose of fitting up a large saw mill to be erected by the C.P.R. at the Crow's Nest Pass.—There is a movement on foot in favor of erecting a new High school, to be used for both city and county purposes.

LONDON, ONT.—Application will be made to Parliament for an act to incorporate a company to construct a steam or electric railway from this city to a point near Grand Bend, on Lake Huron.—Wm. Young has secured a permit for a brick cottage, corner St. James and William streets, to cost \$900.—The committee appointed by the county councils of Elgin and Middlesex to report with reference to the Coyne road bridge, have recommended that it be reconstructed on the old site. The engineer has been instructed to prepare plans and invite tenders.—The Board of Managers of St. James Presbyterian church are offering for sale the present church property. Should the sale be effected, the congregation will rebuild on another site.—Messrs. George White &

Sons are negotiating for the purchase of the threshing machine business of McPherson & Co., of Fingal, with the object of removing the same to London. Should an agreement be reached, Messrs. White & Sons will extend their present premises.—The County Council have appointed a committee to confer with a committee of the City Council regarding the erection of a joint hospital.—Tenders are wanted by the City Engineer for stone for crushing purposes.

HAMILTON, ONT.—James Morris has announced his willingness to commence the manufacture of vitrified brick in this city provided a sufficient quantity of the material is used for street pavements.—The Police Commissioners have decided to purchase another patrol wagon.—R. J. Larkin has been granted a building permit for a two-story brick dwelling on Herkimer street, to cost \$3,000.—The City Clerk will receive tenders until Tuesday, 8th inst., for the supply of lumber, spikes, etc., required by the corporation during the present year.—The Markets and Jail Committee have decided to engage an expert to examine the furnaces and boilers at the City Hall, with a view of putting in such apparatus as will reduce the consumption of coal.—Recently there has been some talk of the Royal Templar Company putting up a \$50,000 building, and the corner of James and Main streets has been mentioned as a possible site, but nothing definite has been done. It has been suggested that the ladies who are interested in building a women's building should join forces with the Royal Templars.—T. Beasley, city clerk, will receive tenders up to February 8th for supplying the Waterworks Department with lead pipe, pig lead, cast iron pipe, special castings, stop valves, hydrants, stop-cock boxes, brass work and rubber hose.

MONTREAL, QUE.—The Western Loan & Trust Company have purchased the

Montreal stock exchange building at 13 St. Sacramento street, and will remodel the same. The work has been placed in charge of Mr. David Ogilvie, architect. The interior will be renovated, including new walls and floors of marble and tile. There will also be an ornamental non stairway from top to bottom, and electric elevators.—Mr. A. F. Dunlop, architect, has prepared plans for a new steel and marble structure to replace the old Canada Life building and the adjoining stores. The new block, which is intended for a large dry goods store for Carsley & Co., will be five stories in height, with a frontage on St. James street of 100 feet.—Mr. Bruce Price, architect, of New York, was in Montreal recently in connection with the erection of the proposed hotel to be built by an English syndicate. Mr. Price stated that the arrangements were nearly completed, and that as soon as plans could be prepared work would be commenced. He announced it as the intention of the syndicate to erect hotels in Halifax, St. John, Montreal, Ottawa, Toronto, Niagara Falls and at Muskoka Lake. The one to be built in this city will be eight or ten stories in height, of fire proof construction, with restaurant, Turkish baths, etc. It is rumored that the site of the Barron block will be chosen. Mr. David Ogilvie, architect, has prepared plans for a new theatre to be erected on St. Catherine street.—Messrs. Taylor & Gordon, architects, are preparing plans for a residence for Mr. H. Ames.—Mr. H. A. Hutchins, advocate, is having plans prepared by Messrs. Saxe & Archibald, architects, for a pressed brick front house.—Plans have been prepared for a block of houses to be built at the corner of Montcalm and St. Catherine streets, for Mr. Lalonde.—Mr. Edward Maxwell, architect, Bell Telephone building, is preparing plans for a house to be built for Mr. James Ross.—J. A. Chausse, archi

(Continued on page 4).

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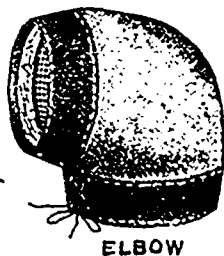
- THE McDONALD BUILDING**, Victoria Square, Montreal.
- THE YOUNG WOMEN'S CHRISTIAN ASSOCIATION BUILDING**, Montreal.
- THE ROYAL VICTORIA COLLEGE**, Montreal.
- THE PROTESTANT INSANE ASYLUM**, Verdun, near Montreal.
- THE GRAND HOTEL**, St. Hyacinthe, Que.
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 MONTREAL WINNIPEG

lect, is preparing plans for a three-story school to be built in the town of Maisonneuve. The front is to be of pressed brick.

TORONTO, ONT.—The Canadian Order of Foresters are collecting subscriptions for one or more cottages to be built at the Gravenhurst Sanatorium.—The City Engineer has received a petition against the construction of a concrete sidewalk on the east side of Church street, between King and Front streets.—The Property Committee of the Public School Board, at a meeting held on Monday last, decided to ask the City Council for a grant of \$106,500, to be expended as follows: Ward 1, a two-room building for Kew Beach, including site, \$4,500; four rooms for Pape ave., including site, \$11,500. Ward 2, three rooms for Dufferin ave. school, \$3,000; four rooms for Winchester street, \$11,000. Ward 4, three rooms for Rycerson school, \$8,000; three rooms for Huron street school, \$7,000. Ward 5, four rooms for Clinton street, \$6,500; four rooms for Dewson street, \$8,000; three rooms for Givens street, \$8,000; four rooms for Grace street, \$6,500. Ward 6, two rooms for Brock ave. school, \$5,500; six rooms for Gladstone ave. school, \$12,000; four rooms for Shirley street school, \$10,000. The approximate estimates presented for repairs to school buildings showed that \$21,000 would be required.—In his annual report presented to Board of Works on Monday last, the City Engineer gives the cost of levelling the bank on the north side of McNamee's cut as \$1,200. A number of recommendations for new sidewalks and pavements were submitted, including a brick pavement on College street, between Bathurst and Dufferin streets, to cost \$51,400, and a 24-foot brick pavement on St. Patrick street, from Spadina ave. to Bathurst street, to cost \$12,200. These recommendations were thrown out by the Board of Works.—At the annual meeting of the Public Library Board, the report presented referred to the necessity of increased accommodation. Steps looking to this end will no doubt be taken at an early date.—The County Council of Simcoe having reported its inability to meet the County Council of York in bearing a portion of the cost of building a bridge across the Holland river near Bradford, the latter has decided that the new bridge be not built before the fall of 1899, but that specifications be prepared during the summer and the contract awarded.—The committee appointed by the City Council and Market Improvement Association to report on a scheme for improving the present St. Lawrence market, will shortly present a report. This report will recommend that the present city hall and market building be joined by an iron roof, with glass windows, suspended over Front street. It will be proposed that a railway spur line be built up East Market street. Another suggestion will be to have an iron balcony projecting over the King street curbstone, and extending about a third of the way across East and West Market street. Some system of cold storage will also be recommended.—Mrs. Pauline V. Myers has been granted permission to erect buildings in High Park for catering purposes, to cost from \$2,500 to \$3,000.—The trustees of the Havergal Ladies' College, 356 Jarvis street, have been granted a permit for a three-story brick school building, to cost \$35,000. Caleb Evans has also taken out a permit for a two-story brick dwelling, north-east corner

St. George street and Lowther ave., to cost \$8,000.

FIRES.

The Doherty organ factory at Clinton, Ont., together with Mr. Doherty's residence, were completely destroyed by fire on the 1st inst. The building, stock and machinery were valued at \$100,000.—The residence of Z. W. Durkee, at Thorold, Ont., has been burned, also a rough-cast house at Kingston, Ont., owned by J. Lovett.—The Seine City Hotel, at the Seine river mines, near Winnipeg, was burned on the 1st inst. The proprietor is Louis Larson, and the loss \$6,000.—Ness, McLaren & Bate, manufacturers of telephone and electrical supplies, Craig street, Montreal, suffered damage by fire on Tuesday last to the extent of \$15,000.—The premises of Messrs. Ossenbrugge and Ostrando, at Winnipeg, Man., were destroyed by fire on the 26th inst., at a loss of \$4,000.—A residence at Riviere du Loup, Que., owned by the Society Pretes Placement of Quebec, was burned last week; loss \$1,200.—The dwelling of John Cameron, in the township of Tilbury East, was burned on the 28th ultimo; loss \$2,500.—St. Jean Baptist church and chapel on Rachel street, Montreal, were completely consumed by fire on Sunday last. The total value of the buildings is estimated at \$200,000, which is only partially covered by insurance. Rev. Cure Auclaire states that the church will be rebuilt, and that work will commence at an early date.

CONTRACTS AWARDED.

BLENHEIM, ONT.—James Crookshank has let contracts for the erection of a residence on Maple street.

AMHERST, N.S.—Rhodes, Curry & Co. have been given the contract for building 60 cars for the Intercolonial Railway.

WESTMEATH, ONT.—G. Brown, of Westmeath township, has been awarded the contract for building a bridge across the Coulonge river, at the price of \$6,000.

PORTAGE LA PRAIRIE, MAN.—The contract for erecting the new building for J. & E. Brown and Dr. James Gowan has been awarded to Jos. Bossons, at the price of \$16,800.

WINNIPEG, MAN.—The McPherson Fruit Company have accepted the tender of Jas. McDiarmid for the erection of a three story brick and stone warehouse, 25 by 99 feet, estimated cost \$10,000.

MONTREAL, QUE.—R. Findlay, architect, has awarded contracts as follows for Mr. Bulmer's houses on Prince Arthur and Chesterfield ave., Westmount: Stone work, Wm. Oman; brickwork, P. C. Wand.

MOUNT FOREST, ONT.—Nine tenders were received for the construction of a waterworks system, as follows: \$22,400; \$24,375; \$25,292; \$25,696.95; \$22,452; \$23,696; \$22,499; \$23,463; \$22,263 (with wooden tank. As announced in our last issue, the tender of Clark & Connolly, of Toronto, has been accepted.

OTTAWA, ONT.—The following tenders were received for the erection of Cochrane's bridge over the Castor river, between Carlton and Russell counties: John Cochrane, \$2,400; Duncan Cummings, \$2,495; W. Parent, \$1,900; Hugh Gilmore, \$2,059; Alfred Boivin, \$2,275; P. Boivin, \$2,107. The tenders have been referred to the Road and Bridge Committee for a report.

TORONTO, ONT.—The following are the tenders accepted for the corporation loan of \$1,036,000, at 3½ per cent: A. S. Melville Leslie and R. J. Ward, Lincoln, Eng., \$73,000 at 105.25; Manufacturers Life Insurance Co., \$25,000 at 104.90, Canada Life Assurance Co., \$175,000 at 102.90 and \$100,000 at 103.12; Bank of Hamilton, \$150,000 at 103.01 and \$100,000 at 103.21, Western Canada Loan Co., \$200,000 at 103.00, Frank Thompson & Co., Sherbrooke, Que., \$213,500 at 102.83.

ST. JOHN, N.B.—The Common Council has accepted the following tenders for road material: J. A. Gregory, 10,000 sq. yards of cedar blocks at 30 cents per sq. yard; Chas. Hughes, 5,000 sq. yards at 29 cents; Chas. F. Godfrey, 5,000 sq. yards at 28 cents; Hiram Godard, 5,000 sq. yards of Princess pine blocks, at 60 cents per sq. yard; Henry Walton, 5,000 lineal feet of granite curbing, at 37 cents per lineal foot.—The Londonderry Iron Company have been awarded a large contract for flanged steam pipe and fittings, varying in size from 6" to 24", for Messrs. T. McAvity & Sons, of this city. This class of work is a specialty of theirs, and they contemplate putting in a triple-headed flange lathe and also a multiple drill for drilling a number of holes in flanges at the same time. With these tools they will have the best equipped shop in the lower provinces for all flanged pipe and fittings for steam, electric, pulp or similar establishments.

LARGE PIPE CASTINGS.

Referring to a paragraph recently published in THE RECORD regarding a big pipe casting made at the Londonderry Iron Company's works, Londonderry, Nova Scotia, wherein the claim was made that the pipe in question, 42 in. in diameter and weighing nearly three tons, was the largest pipe ever manufactured in Canada, Messrs. H. R. Ives & Co., of Montreal write, "It may interest our Nova Scotia friends to know that we cast and delivered for use on the Soulanges canal, to be used as culverts, nearly 300 cast iron pipes, 120" or 10 feet in diameter. The average weight of these pipes or sections was 6,600 pounds each. These castings were probably the largest of the kind ever made in America. We enclose a blue print of one of them which will give you a better idea of the size of castings."

Robert Wilson and John Wilson have registered as proprietors of the firm of Wilson Bros., builders, Montreal.

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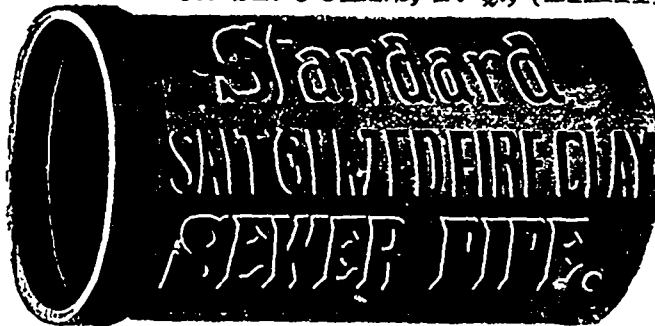


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## MUNICIPAL DEPARTMENT

### THE ECONOMY OF GOOD ROADS.

On the above subject Col. Albert A. Pope, in an American exchange, says:

Wild animals travel through the jungles and forests in paths which lead to their pasturing fields and places of safe retreat. The Indians of America and the other savage tribes of the world follow this example, going from place to place on trails which in some instances are so slightly marked that the eye of civilized man might overlook them.

Men in their simplest existence, depending for subsistence upon the skill which they develop in capturing game, need no other means for transportation than that furnished by their own sturdy limbs. As we ascend the scale, however, as man improves and broadens, the means of communication and the manner of transporting articles of necessity and comfort, multiply in number and increase in practical utility. The trail of the savages gives place to the ways over which bands of pack-laden men and caravans of animals convey the commodities of the interior to the nearest point of distribution. Then came the ruder forms of highways, with the log-wheeled conveyances as seen to-day in parts of Mexico and South Africa, and later to the scientifically constructed roads of the Macadam and Telford type, which are co-existent with, and effectual contributors to, the highest forms of civilization.

The great system of Roman roads was originally designed and executed to aid rapid military movements; these roads were one of the strongest ties that held the old Empire together for so many generations, and in later years were of great benefit to the commercial interests of Rome.

Napoleon did more for France than any other ruler by extending the public highways, which have been, and will ever continue to be, a pride of that country. He spent about six millions of dollars on bridges, over ten millions on canals, some fifteen millions on roads, and twenty millions on forts and harbors, and the French people of to-day are enjoying the benefits of these liberal and wise investments. Later on the French engineer Tresaguet on the Continent, and Macadam and Telford on the British Isles, continued the good work and improved the method of road construction.

There is a striking lesson to be learned from a comparative study of the Roman roads and those constructed by the last-named engineers. Rome spent with a prodigal hand and failed to take into consideration the higher question of engineering which studies the exact relation of strength and strain, and builds accordingly. It has been estimated that the Roman military roads cost, in terms of

our own labor, from thirty to one hundred thousand dollars a mile, and were many times stronger than their use demanded. These later engineers built many miles of good and lasting roadways at far less expense, by using large stones for foundation and several coats of smaller broken stone for the surface.

To Macadam is usually attributed the discovery that broken stone of moderate size placed upon the road surface would, in the course of ordinary wear, coalesce and form a compact mass strong enough to resist the impact of hoof and wheel. He built some roads on top of brush and peat bog, and the broken stone, with the aid of its adhesive dust, soon formed a complete shell, which would support the weight of ordinary vehicles. The difficulty in such a structure was that its foundation, being short-lived, soon failed to support the surface, which, sinking gradually and irregularly with the foundation, crumbled to pieces and became useless.

The welding together of broken stone, according to the best authorities, depends on the adhesive quality of the dust formed by the constant grinding of wagon-wheels. Professor Nathaniel Southgate Shaler, one of the Massachusetts Highway Commissioners, and Dean of the Lawrence Scientific School at Harvard University, has in his laboratory tests of road materials clearly demonstrating the fact that the value of a rock for the top dressing of a roadway depends not only upon its toughness, but upon this adhesive quality of its dust, and that the best road dust must have the power, when moistened, to adhere a second time, and thus cement together a surface which may have been broken up in seasons of great drought.

The renewed agitation for the betterment of our highways has caused a widespread interest on the subject, and led political economists, scientists, and business men to look upon the advantages of road reform from their various points of view. As a result, it may be safely said that we to-day know what a good road is, and how to build it, and we comprehend at least some of the many advantages that would accrue to all classes of our citizens from free intercourse and uninterrupted traffic.

We have built and put into operation in the United States in the neighborhood of 200,000 miles of railroads—an enterprise which has been pushed through largely upon bonded indebtedness, and has

enabled us in the east to purchase at a reasonable price the food products which, but for this cheap transportation, could not have been furnished from the great wheat fields of our western plateau.

Mr. Edward Atkinson, the well-known statistician, recently stated that in the year 1895 10½ tons of fuel, food, fibers, and fabrics were moved 126 miles over the railways of this country for every man, woman, and child in the nation, numbering that year about 71,000,000. This ought to give one a realization of what a slight saving of transportation amounts to when aggregated for the entire population; and as the most costly freight traffic is over country roads from the producing farms to the shipping centers, we must conclude that the maximum saving on railway freight represents but a fraction of what could be saved on road hauling if the public ways were kept in passable condition throughout the year.

Knowing that we must have good roads and that proper highways are an excellent investment for ourselves and our posterity, the important question of the day is, how shall we secure the best roads at the least expense?

From the experience which we of the Old Bay State have gained in handling this question, it seems fair for us to claim that the best method of procedure is to establish a permanent highway commission of men suited to and trained in this kind of work. The idea of state aid in supervision and highway construction is gaining headway. Sixteen states have, since 1892, passed laws for the betterment of their roads. The important work of the immediate future is to influence legislation in those states where action has not already been taken, so that the movement may in all places be in skilled hands, and thus insure the best results from the minimum expenditure of money.

A new standard of specifications for street paving work has been adopted by the Chicago Board of Local Improvements, recently. Under the new rules contractors will be required to guarantee all paving for a period of ten years, and to use nothing but Portland cement in street foundations. A six-inch concrete foundation will be required for all asphalt and brick pavement. On granite block pavement an eight-inch foundation will be required. Seventeen per cent. of cement must be used in all foundations.

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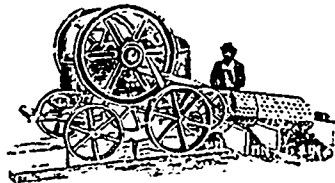
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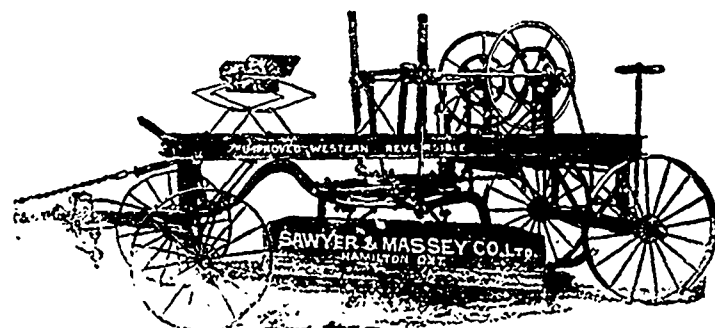
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