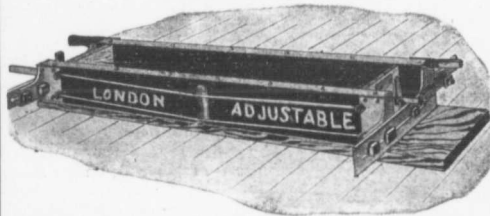


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*A Weekly Journal of Engineering, Public Works,  
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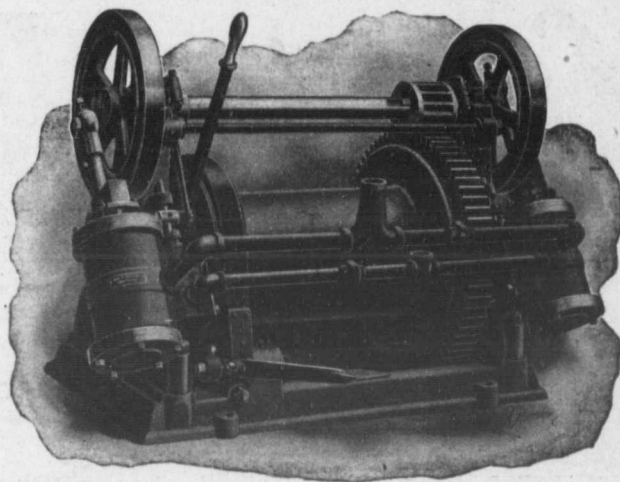
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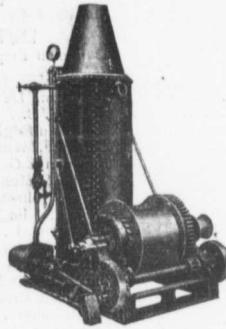
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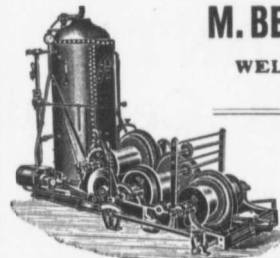
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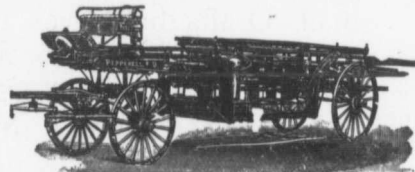
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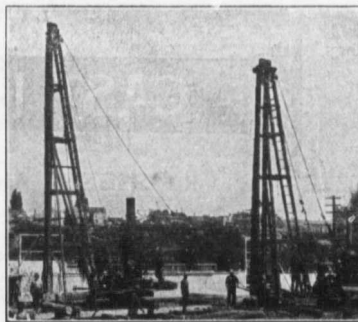
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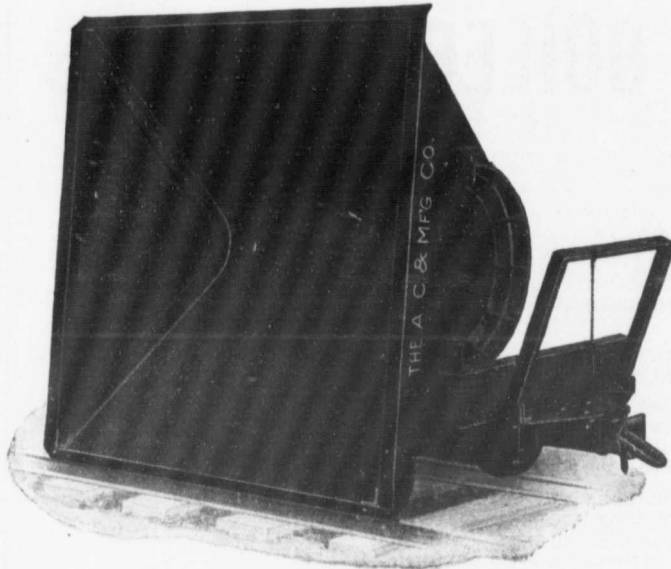
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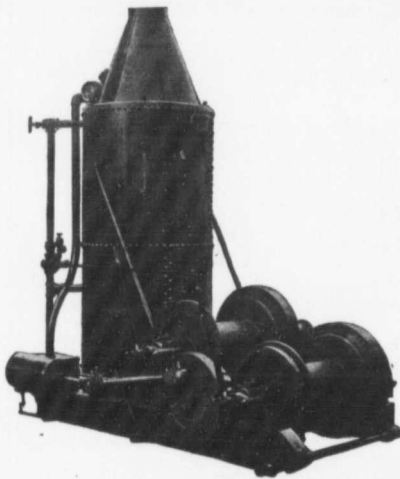
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# CANADIAN CONTRACT RECORD

PUBLISHED EVERY WEDNESDAY

BY  
**HUGH C. MACLEAN, LIMITED**  
TORONTO, CANADA.

**SUBSCRIPTION PRICE:**  
Canada and Great Britain, \$2.00 per annum,  
payable in advance.  
United States and all foreign countries embraced  
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## Early Seeding Brings Confidence.

Crop reports from the West continue to promise a splendid year for the farmers. Seeding time has been favored with ideal weather and the advanced season indicates that the wheat will be hardy enough to withstand any late frost which may threaten it. Last year it was so late before seeding could be done that the young grain was just in the milk stage when the late frost came along and nipped it. The damage was general and heavy. This year seeding will have been finished a month earlier than last so that the grain will be well beyond the milk stage before the dangerous period of possible late frost arrives. The splendid weather of the last few weeks has induced the farmers to exhibit the most unusual optimism and the feeling has already been reflected in general business, which according to reports from all parts of the country is responding readily to the stimulus. For a short time it looked as though there would be a scarcity of rain during seeding time, but this is no longer a source of anxiety, as rain has been falling generally throughout the West during the past week. There had been indications of rain for two or three days, and on the 23rd it was reported as coming down steadily throughout Eastern Saskatchewan. Other reports from various parts of the West show that the rain has now become fairly general. During the rain, the weather was warm and balmy like that of June. This has resulted in good progress with seeding. In some favored districts the wheat is now practically in the ground. In addition

to the good weather the farmers are enjoying an additional advantage on account of the splendid condition of the soil which was thoroughly dried and well pulverized before the rain came.

A notable feature of the real estate situation is that there have been good sales of farm lands to actual settlers. Improved farms are being sold at good prices to immigrants from the east, or from the United States. In several sales reported, the purchasers are from Great Britain.

The railways report good sales of their lands to actual settlers, and real estate agents throughout the West also report sales and a healthy inquiry, such as leads them to anticipate a fair season's business. Improved property in cities and towns is also showing more activity, but there is actually no speculation in vacant property. Building has also begun, excavations being under way, and it is probable that the season will be a satisfactory one in this respect, especially in a good class of residences.

The influx of settlers continues quite heavy. Many farmers are going on land in Western Saskatchewan. A despatch notes the fact that already 77 cars of settlers' effects have come into Swift Current. It is only within the last two or three years that land in this and the Maple Creek district has been taken up for farming. Now the rancher is being rapidly displaced. The northern portions of the province are also receiving a large number of actual settlers.

## Delay on Important G.T.P., Section.

Reports of the rapid construction of the G. T. P. western lines are so general that it seems as though the road were being pushed to completion at a remarkable rate of speed. There are, however, a few flies in the ointment from the public's point of view, which should not be overlooked. One of the most important things in connection with the road is that it should be in a position to take part in the shipment of grain from the Northwest before the next crop is ready for market. Much is dependent upon the success of the season's crop, and one of the factors of success will be the availability of plenty of railway facilities for shipment. In the past, congestion has been too frequent, and with the increased acreage and the promised bumper crop of the coming summer there is sure to be a severe tax placed upon the railways. The services of the G. T. P., therefore, will be

greatly needed by that time. Reports show that much of the Western division, between Edmonton and Winnipeg, a distance of 800 miles, is covered already. The country traversed by this line is one of the finest expanses of wheat land in the world and will provide a great quantity of grain for the coming harvest. This piece of road will be in operation before the harvest is gathered, according to the report of Sir Charles Rivers Wilson. From Winnipeg to the east, the G. T. P. is being built under the supervision of the Dominion Government. There is a distance of 245 miles from Winnipeg to Lake Superior Junction, from which latter point the company itself is building a branch line to Fort William. This branch is also nearing completion, but the connecting link between Winnipeg and Lake Superior Junction is not making the progress that should be required of it. Unless this portion is completed before the harvest, all the extra grain brought into Winnipeg by the western section of the G. T. P. will only serve to increase the congestion of traffic upon the old lines from that city to the lake ports. If it is completed, there will be direct connection for the G. T. P. western lines with Fort William, whence the grain can be shipped by steamer to the company's ports on Georgian Bay, and placed in its cars at these points, for shipment to tide water. There is yet considerable time left for the completion of the section between Winnipeg and Lake Superior Junction, but from the report of Sir Charles Rivers Wilson to the company at its half yearly meeting it looks as though there is more than a reasonable doubt as to its being finished in time. Sir Charles said:

"The portion in which you will remember we are most urgently interested is the 245 miles between Winnipeg and Lake Superior Junction. This work has been under contract for some time, but the contractor has met with great difficulties. Labor was scarce and difficult to obtain, and also it has been found the physical difficulties were much greater than were anticipated, chiefly on account of the great amount of rock work. I understand, however, the contractor, Mr. McArthur, has been working all through the winter — he claims to have had at work between 6,000 and 7,000 men, and he is now adding to that number, but I am afraid some further considerable delay will still take place in the completion of that portion of the road. You will observe why it is so import-

ant to us. From Lake Superior Junction we have a road which is very nearly completed, running from that point to Fort William, on Lake Superior. When we get down to Fort William we are at once placed in connection, by means of steamers across the lake, with our ports on Georgian Bay, where the traffic coming across is at once placed on one line, and passed on through the Provinces of Ontario and Quebec. The delay is, therefore, vexatious, because it is quite clear we shall be ready with our portion of the work to a connection with the main road long before the Government, I am afraid, will be ready."

#### English Contractors Want a Chance.

Sometimes we hear the remark that British manufacturers show their lack of interest in the Canadian market by neglecting to put in tenders for contracts, or portions of contracts, which they might possibly obtain. In this connection it is noticeable that almost invariably the advertisements calling for specifications are inserted so late or fix a date for the receipt of tenders that it is almost impossible for a firm which has its headquarters in the United Kingdom to make a bid even if so disposed. Of course, a few—a very few—firms are represented in Canada by men who have the ability and the authority to make tenders without more than a cable reference to their principals.

It is inevitable that in the case of Dominion or Provincial Government and municipal contracts preference and exceptional opportunities will almost invariably be given to the Canadian manufacturer or tenderer; but for some years to come there will be much in the way of machinery needed even by Canadian manufacturers themselves which must be imported, and in such cases it seems only fair to ask that the manufacturer in the United Kingdom should be given the time necessary to enable him to prepare carefully specifications which are to compete with an American manufacturer.

#### The Land of Sunshine.

An Edmonton despatch says: The building of the Hudson's Bay Railway and the construction of the Panama Canal will bring about a great change in the transportation situation, and this part of the country will be certain to benefit. It is likely that two lines will connect this city with

the Pacific coast before many more years have passed, and all these items will tend towards lowering the rates which now constitute an obstacle to wheat development. Twenty years ago the rate on wheat from Winnipeg to Fort William was 24 cents a hundredweight. The present rate is 10 cents, and the reductions have not been due to philanthropy. There is hope for the farmers of northern Alberta. They have the facilities for raising the wheat. The hours of sunshine in the growing season are longer around here than in any other grain-raising country, and this is a factor which counts for much in determining the capacity to produce wheat. Early frosts are less terrible when the grain matures naturally within ninety days of sowing. The requisite is a satisfactory market for the wheat. This is not afforded now, and it is not likely to be for at least a year.

#### A Remarkable Request.

A remarkable request has been made by the Toronto Ferry Company in consideration of their acceding to the proposal of the city council to charge only five cents for a round trip to the Island. In addition to free wharfage and an extension of their lease of Hanlan's Point, they are asking that the city promise to have no tunnel built beneath the Western Gap for a period of years. The company are certainly far-sighted, but it is scarcely to be supposed that for the sake of providing a five cent return fare, the city would be willing to stipulate that citizens should continue to be crowded upon ferry boats, in all sorts of weather, and not have the advantages of a car route, by way of the proposed tunnel. On holidays and upon other special occasions, the crowding at the Ferry Company's wickets has been great. A street car service would go a long way to reduce it. Aside from all questions of competition for the Ferry Company, however, the construction of the tunnel has come to be looked upon as a necessary undertaking, and the city council could scarcely justify themselves if they tied themselves down to delay it for the sake of a temporary advantage on the ferry boats.

#### The Value of Publicity.

In order to sell goods one must advertise incessantly and without stint. Apropos of this "Industrial Canada" recently published the following words of wisdom: It is very true, that the greatest preference ever con-

ceived will not of itself build up a trade. It takes work, and good, hard, conscientious work, to introduce any product on a new market. A striking illustration of the relative values of work and preference in building up trade is to be found in the volume of business done in Canada by English and United States firms. Canada gives England a preference of 33 1-3 per cent in this market, and the Englishman wonders why trade does not pour into him in consequence. The United States manufacturer pays the full duty and goes on increasing the volume of the business he does with us. The Englishman cannot understand this, and complains that the preference is no great thing after all. The explanation is simple. The American works, the Englishman does not. The American comes after the trade, and spends large sums of money advertising his products in Canada. The Canadian knows what the American has for sale, and the reason why he should purchase it. Of English products he knows nothing, for the has not been told anything. If the Englishman worked as the American works he would soon find that the preference counted. Until he wakes up to the importance of work the preference will do him little good, and the American will continue to find Canada his best customer.

#### Good Profits in Winnipeg

Before the Quebec Public Accounts Committee at Ottawa John Henry Kern, of Winnipeg, testified that he had purchased some lands at Winnipeg, foreseeing that if the G. T. P. terminals were not to be placed on this land the railways would have to traverse it, and for a parcel for which he paid \$59,000 he obtained from the Transcontinental Commission \$138,000. Another parcel of land for which he paid \$40,000 he got \$84,000 for from the Commission. On another property purchased for \$13,000 Kern and his partner cleared \$40,000. On a total outlay of \$59,000 Kern cleared \$122,800. He was sorry that he had sold to the Government because the location of the shops at St. Boniface would have made his land much more valuable.

Water pipes of terra cotta were used in Crete 40 centuries ago. Those supplying drinking water consisted of a series of subconical tubes socketed into each other with collars and "stop ridges," so constructed as to give the water a shooting motion, thus preventing accumulation of sediment.

## NEWS OF THE BUILDING TRADE

### Victoria has Good Demand for Buildings.

A despatch from Victoria, B. C., says: Modern houses valued at from \$2,000 to \$5,000, are still in demand and are likely to continue, according to a prominent local real estate operator. "There is a healthy, though not a speculative demand, he said. The chief enquiry is for houses. New residences priced at from \$2,000 to \$5,000, are being snapped up as fast as they are built. People are coming to Victoria from the prairies by every boat, and as there is practically nothing worth having to rent they usually buy. Everything points to a good year, though we are not looking for a boom.

"There is also a decided upward trend on the prairies and a hopeful spirit is abroad over all that section of the country. Last year's unfavorable season has not deterred the immigrants from the States who are arriving in droves. The actual number of settlers who have already taken up a residence on the land is almost a record. Trainload after trainload loaded with agricultural implements and settlers' effects are daily arriving at North Portal on the Soo line. The same also applies to Southern Alberta, which is one of the objective points.

"This is having its effect on Victoria, for as things become easier on the prairies, more and more of those who have made a competency and want more of comfort and the conveniences of a city civilization are coming here to settle. They are coming unobtrusively by ones and twos and threes every day. They buy homes and help to make Victoria grow."

### Building at Saskatoon.

Saskatoon reports to the Toronto Globe say that while the building programme for the present season may not include a large number of banks, office buildings, hotels, and large structures of that character, it will "go heavy" on the residence or dwelling, the small store, and buildings in which a small amount of capital is invested. This class of construction work has been making strides during the past couple of years, but even at that it has scarcely received all the attention which it deserved. The big things in the building line came in for much consideration. There is now a prospect

that the operations on a small or moderate scale may have a better opportunity of securing a place in the programme. It is not to be supposed, however, that the work of building up Saskatoon during 1908 will be confined to the lighter work. Three big railway companies have been pushing forward the work of laying their lines to and from Saskatoon, and they intend to continue with more energy than ever before. The buildings to be provided by the Dominion and Provincial Governments for the use of their various officials in the city mean a substantial addition to the business structures. In connection with the plan of municipal improvement great activity is likely to be shown. A very favorable sale of a bond issue amounting to \$408,000 has enabled the City Council to make up its mind definitely with regard to the need for following up the policy of improvement which was inaugurated about three years ago. Waterworks, sewers, electric light, streets and sidewalks are prominent items on the list which is to receive attention, and it may be taken for granted that by the end of the present season the extension of public utilities will have answered at least the urgent needs of the community. The place is growing so rapidly that the municipal authorities have some difficulty in keeping the citizens supplied with these services, but there is a good deal of perseverance and industry in the civic works department. It will catch up some day, and in the meantime no one is worrying.

### The Port Stanley Breakwater.

Regarding the breakwater which the Dominion Government is constructing at Port Stanley, on Lake Erie, a recent despatch says: As an indication of the size of the task the dredging company will have one steam and three sailing barges in commission all the time bringing stone from Pelee Island, a distance of 85 miles. The prime motive of the Government in building this breakwater is to permit the Pere Marquette ferries to land in rough weather. That the Government is undertaking a good business proposition is the claim of the citizens. A few years ago before other improvements were made the total Customs receipts at Port Stanley amounted to between \$300 and \$400; last year

they had increased to over \$80,000. These Custom duties are largely collected on coal coming from the Pennsylvania mines for Western Ontario.

The ferry at present in use by the railway frequently has great difficulty even now in making port, and the Government decided upon this new breakwater as a guarantee that not only might the coal boats make better time, but that the big grain boats might easily enter the harbor.

The proposition is therefore to build a breakwater 200 feet to the south-west, and then turning at an angle to run 800 feet south-east. This the engineers claim, will, with the further deepening of the channel, which will be resumed at once, enable almost any vessel to make port.

### Victoria has Plenty of Work Ahead.

Victoria has more public work planned for immediate construction than ever before in its history. The usual street improvements will be carried out as well as a number of unusual works such as improvement to the waterworks plant at Elk lake, the installation of new distribution pipes throughout the city, the installation of a new high pressure system, the erection of a ten room school, the addition of two rooms to one of the existing schools and the erection of two new firehalls. The city will also spend \$25,000 on sewer extension. For the next year or two, there should therefore be lots of work in the city for men of all kinds. The city engineer's department has five miles of streets and sidewalk work ahead of it, without taking into consideration that for which petitions are now pending. At the present time the city is advertising for one million blocks for paving purposes.

### Toronto Builders Want Change.

At a meeting of the Builders' Laborers' Union in the Labor Temple, Toronto, last week, it was decided to ask the Builders' Exchange for a second time to meet a scale committee of the union. A letter from the employers had previously been received saying that the bosses saw no reason for a conference. The union has 1,444 members, of whom about one-half are working, and the present rate of wages is 25 to 30 cents an hour. The union has decided not to celebrate Labor Day on May 1st, though an attempt was made by the Socialists to have that date observed.

### Cement Products.

The construction department of the Canadian Concrete Machine Company have recently opened their factory at 230 St. Clarens avenue, Toronto, and are manufacturing cement products for the building trades. The company are the Canadian branch of the well-known Californian Artificial Stone Supply Company in the United States, who are the originators and inventors of the "Calofirnia System," so universally used in the States. The claims which the company make for their processes and products may seem somewhat radical to the unsophisticated, but a careful investigation will satisfy the most skeptical. With their machinery and various compositions, they manufacture cement products from the small plain foundation stone, to the most artistic of architectural or-

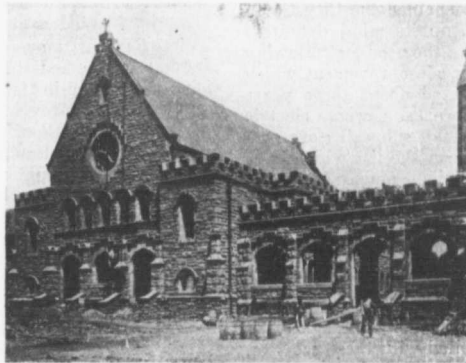
other elimination of monotony. Setting plans are furnished to the masons, with each stone, marked and showing the exact location and size of every stone in the building.

In the States, a great deal of landscape work is done—such as figures, heads, fountains, vases, balustrades, etc.—by their process, and the company expect to do an extensive business of this kind in Canada.

The heads of the company are practical men in their lines, having had years of varied experience in cement work. The present manager, Mr. R. G. Rittenhouse, studied under the best architects and engineers on the Pacific coast, and has been closely associated with them on several of the largest cement stone buildings in the United States. He was superintendent on several church buildings built by the American Company and detailed the famous Temple Auditor-

for making it, such as are used by the Canadian Concrete Machinery Company, reduce the cost about 1-3 and produce more natural effects. By the use of different coloring matters and aggregates, the cement stone may be made in any color desired. The mineral pigments used amalgamate with the cement, producing a fast color. Granite faces are obtained which can, with difficulty, be detected from the real article. One of the chief prejudices against cement stone is the fact that some manufacturers try to imitate natural stone. This is not true of the most up-to-date companies. It is not an artificial stone they produce, but a cement product in a class by itself—a suitable and durable building material. Rock face is made because pitched rock face has so long been associated with blocks of stone that the public continues to demand it, even in cement stone.

The Canadian Concrete Machinery Company have some advanced and original American ideas about cement stone, and its use and manufacture which they are introducing to the Canadian public. The illustration shown is of a broken ashlar Church, built by their company in Pasadena, Cal.



BROKEN ASHLAR CHURCH IN CALIFORNIA.

naments. They are making a specialty of Random ashlar, without blind or false joints, but laid up in block and snuck. By the use of a composition the face plates are taken direct from the natural stone, retaining all the clean sharp angles and natural texture, thereby eliminating the pressed tin appearance of the old style concrete block. Their original ornamental process, by use of flexible moulds, turns out ornaments without additional chipping. They claim for this process that ornaments can be made regardless of depth of undercut and draft.

The company carry very few stock sizes of blocks, but their work is all figured from plans and made to fit the place designed. They employ draftsmen who detail all jobs to a  $\frac{3}{4}$  inch scale from the architect's  $\frac{1}{8}$  inch scale drawing. The walls are cut up in such a manner that all joints are symmetrical, which is an-

ium building of Los Angeles, Cal.

To all appearances cement stone is rapidly forging to the front, though not so universally used in Canada as in the United States. The strength and durability of concrete is questioned to-day only by people who have neither the time nor the inclination to read of the various tests, and of the many ways in which it may be adopted for building purposes. After the San Francisco earthquake the concrete buildings were found to be the only ones strong enough to withstand the strain of fire and quake. Consequently the majority of the new buildings are going up in concrete. The superstructure built of monolithic reinforced concrete is faced with the more artistic cement stone, making an absolutely fire-proof, vermin-proof and indestructible building. Cement stone is gradually taking the place of terra cotta, as the facilities

### T. & N. O. Nearing Driftwood.

The contractors in charge of the construction of the northern section of the Temiskaming and Northern Ontario Railway are laying the rails between the Watabeag and the Driftwood rivers. The bridge at the former point is completed and that at the latter place has been commenced. When the line reaches Driftwood the bridge will be rapidly completed.

The road will be constructed to the junction with the Grand Trunk Pacific this season, and will receive a considerable amount of traffic in carrying supplies for the Transcontinental.

Building permits issued in Winnipeg this year, since Jan. 7, when the first permit was taken out, represent \$678,515. Two hundred and fifty-one permits had been issued up to the beginning of last week, and these covered 288 buildings. The records evidence a healthy activity in building circles, particularly in cottages for workingmen, while a number of large permits running from \$20,000 to \$276,000 have also been taken out. A residence is being built by Hon. Robert Rogers to cost \$150,00.

# Contracts Department

News of Special Interest to Contractors, Engineers, Manufacturers and Dealers in Building Supplies.

## CONTRACTS OPEN.

### Brantford, Ont.

Tenders will be received by Alfred Kendrick, Cainsville, Ont., up to May 11th for the erection of a public school building at Brant school section, number 16. Plans and specifications may be seen on application to Taylor & Taylor, architects, this city.

### Billing's Bridge, Ont.

The newly organized Peerless Brick and Tile Company, of Ottawa, will erect a large plant here this summer. W. S. Odell is president.

### Brandon, Man.

A fine new convent building will be erected corner of Victoria avenue and First street by the sisters of Our Lady of the Missions. Leon W. Gray, architect, of this city, is now engaged upon the plans.

The Trades Council are contemplating the erection of a hall. E. Fulcher is interested.

Tenders have just been taken for the erection of a modern residence for F. I. Castle. W. A. Elliott, architect.

Recent building permits include: Walter Curtis, frame residence, Lorne avenue, \$3,000; Cristal Bros., brick store, Rosser avenue, \$2,000; D. Johnston, brick residence, Fifteenth street, \$4,000; E. J. Barclay, brick office, Seventh street, \$2,000.

### Coaticook, Que.

Preparations are being made here to build a covered skating rink for next season.

### Calgary, Alta.

The following buildings are projected for construction this season: court house, \$225,000; C. P. R., depot, \$225,000; city hall, \$150,000; hospital, \$145,000; Normal school, \$140,000; registry office, \$120,000; Y.M.C.A., building, \$99,000 and high school, \$85,000; total \$1,158,000.

### Cranbrook, B. C.

The Bull River Power & Light Company are stated to have secured capital for developing 10,000 h.p. on the Bull river near this town.

### Daysland, Alta.

J. B. Barker, secretary, will receive tenders up to May 25th for \$15,000 5½ per cent. 30 year school district debentures.

### Dundas, Ont.

In addition to the projected new high school it is probable that a Carnegie library building will be erected here this season.

### Fort Rouge, Man.

It is stated that John Beaton's property at Elswood Place has been acquired for the establishment of a private hospital by a syndicate, who will make large additions to the present building.

### Fredricton, N.B.

A deputation from this city, including Mayor Chestnut, M.P., waited upon the Government last week and asked that a sum be put in the Parliamentary estimates for the construction of a new station here, estimated to cost \$60,000. The Minister of Railways promised early consideration.

### Hartland, N.B.

The Farmers Telephone Company, have been incorporated to build a rural telephone system. G. O. Britton, Halifax, N.S., is president.

### Herbert, Sask.

Arrangements are being made for the organization of the Herbert Rural Telephone Company, who are planning for the construction of about 30 miles of telephone line. Franz Cornelison is manager of the company, I. S. Weins, secretary, and F. J. Dafehr, treasurer.

### Hanley, Sask.

A company is being formed for the construction of a rural telephone system and work will probably start at an early date.

### Huntsville, Ont.

Galt & Smith, consulting engineers, 23 Jordan street, Toronto, have made a survey for the construction of approximately 2½ miles of concrete sidewalks.

### Halifax, N. S.

About \$200,000 is to be expended by the Nova Scotia Telephone Company in the extension and improvement of their system.

### Hamilton, Ont.

The special committee of the Board of Education will recommend to the board the erection of a technical school on the college grounds at a cost of \$40,000.

A deputation from this city recently waited upon the Minister of Public Works and asked for an extension of the revetment wall along the water front by from 400 to 500 feet. Mr. Zimmerman, M.P., introduced the deputation.

### Inverness, N.S.

Tenders will be received by A. B. McKay, secretary, up to May 11th for the erection of a P.W.A. hall at this town. Plans may be seen on application to the secretary.

### Jordan Harbor, Ont.

Tenders are invited by H. F. McNaughton, Secretary, Department of Public Works, Toronto, up to May 12th for construction of various buildings at the Fruit Experimental Station. Plans may be seen at Superintendent's office, this place, and at the Department.

### Lethbridge, Alta.

Tenders will be taken immediately for the erection of the new central school in this city, according to plans prepared by Architect Rolfson.

### Ladysmith, B.C.

On May 9th the ratepayers will vote on a by law to raise \$25,000 for the installation of an electric lighting system.

### Lang, Sask.

Several rural telephone companies are being organized in the vicinity of this town for the purpose of building systems radiating from here. H. E. Anderson is interested.

### Lindsay, Ont.

It is stated that J. Parkins will rebuild on a much larger scale the skating rink recently destroyed by fire.

### London, Ont.

Tenders will be received by A. O. Graydon, City Engineer, or D. A. Stewart, chairman, building committee, up to May 8th for all trades including heating and ventilating, in the completion of the Isolation Hospital.

Paving work to be carried out this season entails an expenditure of nearly \$60,000.

W. G. Murray, architect, Masonic Temple Building, invites tenders up to May 11th for the construction of an addition to the Lorne avenue school.

Tenders are invited by A. O. Graydon, City Engineer, up to May 8th for

additions, alterations and painting of the Western Fair Buildings. Specifications may be seen at Superintendent's office, on the Fair grounds. J. W. Little is chairman of building committee.

#### Magog, Que.

Tenders are invited by Fred. Gelinis, Secretary, Department of Public Works, Ottawa, up to May 18th for the erection of a public building in this town. Plans and specifications may be seen at the local post office and at the Department.

#### Moose Jaw, Sask.

It is stated that the newly organized Davidson-Fraser Lumber Company, Limited, capitalized at \$250,000, will largely increase their holdings, especially with regard to new yards to be opened on railroad lines under construction. T. Meredith, of the Gibson Lumber Company, Revelstoke, B. C., and of this city, is secretary-treasurer.

Notice has been given for the introduction of bylaws providing for the extension of the water and power systems and for the erection of a new firehall.

#### Malvern, Ont.

The Scarboro Telephone Company contemplate the expenditure of about \$1,200 in the installation of an exchange at this town.

#### Milestone, Sask.

About \$2,500 is to be spent on construction work by the Milestone Southwestern Telephone Company this year. G. A. Sylt, secretary, states that about 1,000 poles will be required, also all other material necessary for the erection of 35 miles of line.

#### Maple Creek, Sask.

A. Bennett, Secretary-Treasurer, will receive tenders up to June 1st for the following town debentures: 7 debentures, waterworks, \$2,000 each, 30 years; 15 debentures, waterworks, \$1,000 each, 15 years; 10 debentures, fire protection, \$200 each, 10 years; all at five per cent.

#### Meaford, Ont.

The town council will probably submit to the ratepayers a bylaw to grant taxation concessions to W. A. Moore and others who propose to establish a mantle factory here.

#### Montreal, Que.

Tenders are being taken for an extensive addition to the arena building. R. Montgomery Rodden is the architect.

The Protestant Board of School Commissioners have purchased property on Amherst street, near Boyer street, as a site for the erection of a new school building.

L. O. David, City Clerk, will receive tenders up to May 12th for supply of three 30-in. gate valves, two 20-in. gate valves, two 16-in. gate valves and two 30-in. horizontal check valves. Specifications may be obtained at office of Superintendent of Waterworks.

The Roads Committee have sent in a report to the City Council asking that the sum of \$800,000 be spent on street paving this season. The streets to be improved include the following: Notre Dame, from Harbor street to the eastern limits, in granite, at a cost of \$129,000; Park avenue, from Sherbrooke to Pine avenue, in asphalt, at \$37,000; Common street, from the Custom House to McGill street, in granite blocks, at \$40,000; Centre street, from Ropery to Charlevoix street, in scoria blocks, at \$24,000. A report was also adopted for the construction of three main sewers, one on Sherbrooke street, the first section of which, from Guy to Visitation streets, would cost \$150,000, the second in St. Denis ward, cost 60,000, and the third in Rosemont, cost \$43,000.

The special commission appointed to secure a site for the new Technical school have acquired for this purpose property on West Sherbourne street. Upon this a building will be erected at a cost of \$350,000. Peter Lyall, representing the Board of Trade, was a member of the commission.

#### Niagara Falls Centre, Ont.

Tenders will shortly be called for the erection of a four-roomed brick school building here.

#### Nelson, B.C.

The British Columbia Wood, Pulp & Paper Company, of Vancouver, are planning the erection of a large pulp and paper mill at the mouth of the Clowholm river. Application has already been made for a record of 20,000 inches of water for power purposes.

The city has disposed of \$150,000 school bonds and the erection of the new public school building will consequently proceed at once. Debentures to cover the cost of installing a second unit at the municipal power plant have also been sold.

#### Napanee, Ont.

W. A. Grange, Town Clerk, will receive tenders up to May 18th for the following debentures: \$5,000 at four per cent; \$2,250 at four per cent, and \$10,000 at five per cent, all repayable in twenty years.

#### New Westminster, B.C.

J. Jones will erect a row of modern stores upon property recently acquired by him on Twelfth street.

#### Owen Sound, Ont.

Plans of Forster & Clark, architects, this town, have been accepted by the Board of Education for the Boyd street school addition, estimated to cost \$7,250. Steam heating will be installed at an additional cost of \$2,500.

#### Oakville, Ont.

Tenders will be received by Chas. A. Bradbury, up to May 12th for all trades in the erection of a high school building for the Board of Education. Plans may be seen at Mr. Bradbury's office, this town, or at office of Chapman & McGiffin, architects, 59 Yonge street, Toronto.

#### Ottawa, Ont.

F. Gourdeau, Deputy Minister, Marine and Fisheries, will receive tenders up to May 18th for supply of machine for bending steel boiler plates, to be delivered at the Government shipyard at Sorel. Specifications can be obtained from the Department of Marine and Fisheries, Ottawa, from the Director of the Government Shipyard at Sorel, and from the Agent of the Department of Marine and Fisheries, Montreal, P. Q.

F. Gordeau, Deputy Minister, Marine and Fisheries, states that the time for receiving tenders for chain shackles and swivels for this Department has been extended to May 15th. Revised specifications may be seen at offices of the Department at Halifax, St. John, Charlottetown, Montreal, Quebec and Ottawa.

It is stated that the Government will shortly submit to parliament a bill to provide for the construction of a railway to Fort Churchill on Hudson Bay.

P. D. Boyer, this city, will receive tenders up to May 20th for the erection of a hotel in Ville Marie, Que., according to plans prepared by C. Brodeur, architect, Hull, Que. Separate tenders to be submitted for plumbing and heating.

Tenders will be received by E. F. Jarvis, Secretary, Department of Militia and Defence, up to May 15th for the erection of buildings at Petawawa camp grounds. Plans and specifications may be seen at offices of Director of Engineer Services, Militia headquarters, this city; Commanding Officer, eastern Ontario command, Kingston, and Lieut.-Col. H. J. Mackie, Pembroke, Ont.

A specially appointed committee have recommended the establishment of an incinerator as an absolute necessity. The estimated cost of a suitable plant is \$25,000. N. J. Ker, city engineer.

Owing to an error in computation the contract with A. Garvock for the addition to the Cambridge street



school has been cancelled and fresh tenders for the stone and brick work will be taken. The tender was accepted at \$10,650, when the actual amount was \$12,450.

Newton J. Ker, City Engineer, wants tenders up to May 12th for the construction of an asphalt pavement on Water street, between Sussex and Dalhousie streets. Specifications may be obtained at city engineer's office.

#### Prince Albert, Sask.

The ratepayers have approved a by-law to raise \$90,000 for building a high school.

#### Petrolia, Ont.

J. McHattie, Town Clerk, wants tenders up to May 16th for construction of about 6,000 square yards of vitrified brick pavement, with cement curb, on Main street.

#### Regina, Sask.

The City Council have received the report of O. W. Smith and R. S. Lea, consulting engineers, in connection with an improved water supply. An expenditure of \$100,000 is recommended.

#### St. Boniface, Man.

Henry Brothers, dry cleaners and dyers, are about to erect a three-storey building on Provencher avenue at a cost of \$15,000.

#### St. John, N.B.

Engineer Hunter has presented to the Water and Sewerage Board a report recommending a high level water service for Lancaster Heights.

The school trustees have secured property on Spring street, where they will erect a six-roomed annex of two stories to the Winter street school.

#### Saskatchewan, Sask.

The ratepayers have voted in favor of bylaws providing for a municipal hotel, fire hall and equipment, and a traffic roadway on the new C.P.R. bridge, involving an expenditure of over \$200,000.

#### Saltcoats, Sask.

The Saltcoats Telephone Company have been incorporated with a capital of \$25,000 to build local and rural telephone systems. Construction work is to be commenced at once. It is estimated that about 50 miles of rural line will be erected. W. H. Hallett is secretary treasurer.

#### Toronto, Ont.

The Metropolitan Bank will erect a branch bank building at the north-west corner of Queen street and Lee avenue; estimated cost \$10,000.

Plans are being prepared by the Canadian Northern Ontario Railway Company for the erection of shops on

Eastern avenue. It is expected to start work on them within a month.

The estimated total expenditure of the city for the year of 1908 includes the following items: local improvements, \$1,440,000, local improvement works authorized, \$1,100,000; permanent improvements on streets occupied by railroad tracks, \$150,000; materials and stores, \$2,740,000.

The trustees of North Parkdale Methodist Church have applied for a permit to build a new edifice on Sorauren avenue, to cost \$40,000.

City Engineer Rust has recommended the construction of cement concrete sidewalks in various parts of the city; estimated cost \$35,000.

The following pavements have been recommended by the City Engineer: asphalt—Ontario street, from Duke to Queen, \$4,941; Berkeley street, from King street to the north side of Duke street, \$2,264; Springhurst avenue, from a point 350 feet west of Dufferin street, to the west side of Tyndall avenue, \$1,678; Springhurst avenue, from Dufferin to a point 350 feet west, \$2,055.

Plans will be prepared at once for the extensive enlargement of the Sunday school at Bloor street Presbyterian church. Estimated cost \$30,000. M. Langmuir is chairman, building committee.

City Engineer Rust has made an estimate of cost of proposed tunnel under western entrance to the harbor in conjunction with Government Engineer Sing. The work will, it is said, involve an expenditure of \$626,000, of which the Government would contribute \$150,000 as the cost of that portion of tunnel directly under new entrance.

Tenders will be called this month for the erection of a library building, estimated to cost \$75,000, for Victoria College. Architects, Sproatt & Rolph.

The Young Women's Christian Guild have purchased a site and will erect a gymnasium building estimated to cost \$15,000.

William McBean, corner of Dundas and Gladstone avenue, will receive tenders up to May 7th for all trades in the erection of a modern apartment house. Plans may be seen on application.

Charles F. Wagner, architect, 28 Toronto street, has prepared plans for the erection of a Lutheran church, corner of College and Markham streets, to cost \$10,000. Tenders will be invited soon, and it is expected that the work of construction will commence about the 1st of June. Mr. Wagner has also prepared plans for the erection of a \$15,000 Baptist

church at the Beach. This building will also be commenced about the beginning of next month.

Recent building permits include: Joseph Carroll three attached 2 storey roughcast dwellings, brick fronts, Hamilton street, \$3,600; J. H. McCabe, three attached 2 storey brick dwellings, Christie street, \$6,000; John Mullin, three attached 2 storey brick dwellings, Bloor street, \$6,000; A. A. Larkin, 2 storey brick dwellings, Empress crescent, 3,500; James Delworth, one pair semi-detached 2 storey brick dwellings, Clive avenue, \$4,000; Wilkins & Co., 2 storey brick store and dwelling, Avenue road, 2,000; Thos. Hillock, 2 storey roughcast dwelling, brick front, Chelsea avenue, \$2,000; F. J. Bullen, 2 storey and attic brick dwelling, Wright avenue, \$4,000; A. E. Whatmough, 2 storey brick dwelling, Boustead avenue, \$35,000; T. H. Hancock, addition to planing mill, Bloor street west, \$2,400; G. A. Walton, 2 storey brick dwelling, Forest Hill road, \$12,500; Jas. Linklater, 2 storey brick dwelling, Geoffrey street, \$2,500; Love Bros., Ltd., 2 pair semi-detached 2 storey brick dwellings, Dearbourne avenue, \$7,000; Geo. J. Castle, 1 pair 2 storey roughcast dwellings, Melville avenue, \$2,000; F. L. Boecroft, 3 attached 2 1/2 storey brick dwellings, Anne street, \$7,000; W. W. Hiltz, 2 pair 2 storey semi-detached roughcast dwellings, brick fronts, Carlaw avenue, \$6,000; the J. E. Hawkins estate, one pair semi-detached 2 storey brick dwellings, Fermanagh avenue, \$4,000; P. Rooch, 2 storey brick dwelling, St. Patrick street, \$3,000; T. P. Stewart, 2 1/2 storey brick dwelling, St. Clair avenue, \$4,000; James Crang, 2 1/2 storey brick dwelling, Kendall avenue, \$5,000; H. P. Sanders, 2 storey brick dwelling, Garden avenue, \$2,500; W. T. Rogers, one pair semi-detached 2 1/2 storey brick dwellings, Triller avenue, \$5,000; J. J. Downey, two pair semi-detached 2 storey brick dwellings, Geoffrey street, \$9,000; James F. Barry, three attached 2 storey brick dwellings, Spadina crescent, \$9,000; J. T. Turner, one pair semi-detached 2 storey brick dwellings, Lansdowne avenue, \$4,000; F. A. Brophy, 2 storey brick dwelling, Forest Hill road, \$4,500; E. P. Atkinson, brick dwelling, Harvard avenue, \$3,000.

#### Victoria Harbor, Ont.

It is stated to be the intention of the C.P.R. to erect a large elevator at this point, having a capacity of not less than 10,000,000 bushels. The Department of Public Works are preparing this town for the position of the C.P.R.'s chief grain port on the Georgian Bay, and it is understood

(Continued on page 19.)

# TENDERS AND FOR SALE DEPARTMENT

## TENDERS

will be received by the undersigned up to 6 p.m., MAY 20TH, 1908, for the building of a Lutheran Church at Stratford. For further information write or call on J. R. Russell, architect.

No tender necessarily accepted.

J. G. SCHMIDT,  
Secretary

## TO BRIDGE CONTRACTORS

Sealed tenders, addressed to the undersigned, will be received until FRIDAY NOON, THE 15TH INST., for the construction of the following bridges:

- (1) A reinforced concrete bridge over Kettle Creek in the City of St. Thomas, known as the Brewery Bridge, consisting of two concrete arch spans, 75 feet each.
- (2) A reinforced concrete bridge over Kettle Creek in the City of St. Thomas, known as Queen's Bridge, consisting of two concrete arch spans, 80 feet each.

Plans and specifications can be seen at the office of the undersigned and blank forms of tender obtained. The amount of deposit required is stated in specifications.

The Committee do not bind themselves to accept the lowest nor any tender.

JAS. A. BELL,  
City and County Engineer.

## NOTICE

## Drainage Contract

Sealed tenders will be received by the undersigned up to 12 o'clock noon of MONDAY THE FIRST DAY OF JUNE, A.D. 1908, for the construction of the Grantley Creek Drain in the northwest part of the Township of Osnabrock and northeast part of the Township of Williamsburg (about six miles from Chesterville, on C.P.R.) Engineer's estimate of total work, \$14,106.77. Parties tendering will please state whether dredge or team work is intended. An accepted cheque for one-tenth the amount of tender will be required as a deposit.

Tenders for culverts in the Township of Osnabrock will be accepted at the same time and subject to the same conditions, but need not necessarily accompany tender for excavation. Plan, profile, etc., can be seen with the undersigned or with Magwood & Walker, Engineers in charge, Cornwall, Ont.

(The Township of Williamsburg build all culverts in the said township by arrangement.)

The lowest or any tender not necessarily accepted.

H. E. HODGINS, Clerk,  
Osnabrock Centre, Ont.

## NOTICE

Sealed bids will be received at the office of the City Clerk of Vancouver, British Columbia, up to noon of SATURDAY, APRIL 27TH, 1908, for the manufacture and erection of the Superstructures of the new Bridges over False Creek at Westminster Avenue and Granville Street. Estimated weight of structural steel, about 2,800 tons.

Plans and specifications will be on file at the City Engineer's office, Vancouver, on and after SATURDAY, MARCH 14. Copies of all the papers may be secured from Waddell and Harrington, Consulting Engineers, Kansas City, Mo., upon the receipt of a deposit of twenty-five dollars, which will be refunded upon return of the plans and other papers in good order.

## NOTICE

The date for receiving bids at the office of the City Clerk of Vancouver, B.C., for the manufacture and erection of the superstructures of new bridges over False Creek, at Westminster Avenue and Granville Street has been extended to noon of SATURDAY, MAY 16TH, 1908.

## SEALED TENDERS

will be received on or before TUESDAY MAY 12TH, for the various trades required in the erection of a High school building for the Board of Education at Oakville, Ontario. Drawings and specifications may be seen at the office of Chas. A. Bradbury, Oakville, or at the office of Chapman & McGiffin, architects 59 Yonge Street, Toronto.

All tenders must be delivered to CHAS. A. BRADBURY, Oakville, Ont., on or before the above date.

## CITY OF CALGARY

Scaled proposals addressed to the City Clerk will be received up to the 25TH MAY, 1908, covering the installation of the following units at the City Electrical Generating Station:

1. 1,000 H.P. reciprocating Engines.
2. 750 K.W., 3 Phase, 60 Cycle, alternating current Generator.
3. One direct connected steam driven Exciter Set, direct current, 120 Volts, 30 K.W.
4. One "Tirrell" automatic voltage Regulator.
5. Switch Board of three Panels.
6. One Station Watt Meter (daily recorder).

### ALTERNATE SCHEME.

7. One 750 K.W. Turbo Generator, complete in all details.

V. HILL,  
Engineer,  
Calgary, Alberta.

## CITY OF BRANTFORD

## Sewer Extension

Sealed tenders addressed to Samuel Suddaby, Esq., Chairman of the Board of Works, in care of the City Clerk, Brantford, Ont., will be received till 12 o'clock Noon on

THURSDAY, MAY 21st, 1908

for the following:

- (a) The furnishing and laying of about 1,700 feet of double strength 15 in. Sewer Pipe. Average cut 10 1/2 feet.
- (b) The laying of about 2,000 feet of 12 in. Sewer Pipe. Average cut 18 feet, and 750 feet of 12 inch cast iron pipe, including crossing of Grand River. Average cut 7 feet. These pipes furnished by the city.
- (c) The furnishing and laying of about 1,750 feet of 12 inch extra strength Sewer Pipe and 450 feet of 12 inch cast iron pipe. Average cut 16 feet.

Plans and specifications may be seen and instructions to bidders and forms of tender obtained at the City Engineer's Office.

Each tender must be accompanied by a marked cheque for 5 per cent., of the amount of the tender.

The lowest or any tender not necessarily accepted.

T. HARRY JONES,  
City Engineer.

City Engineer's Office, Brantford, April 27th, 1908.

## CITY OF GUELPH

## Notice to Contractors

Sealed tenders addressed to the undersigned will be received up to Noon, MONDAY, 18TH OF MAY NEXT, for the following Works:

- 1st. A High Duty Pumping Engine, 2 1/2 and 2 million gallon capacity.
- 2nd. A Water Tower of Steel or Reinforced Concrete, 30 feet in diameter, 100 feet in height.
- 3rd. A Concrete Foundation for Water Tower.
- 4th. The supply of about 3,000 feet of 12-inch Cast Iron Water Pipe, with the necessary special castings, valves and hydrants.

Plans and specifications may be seen at the office of the Manager of the Guelph Water Works or of the Engineers, Davis & Johnston, Berlin, after the 27th of April. The lowest tender not necessarily accepted.

J. J. HACKNEY, Manager,  
Guelph Water Works.

## TENDERS FOR BRIDGE

The undersigned will receive tenders until 2 o'clock p.m., the 14TH DAY OF MAY, 1908, for the erection of a Steel Bridge with concrete floor, length 92 feet, 16 feet wide, at lot 21, Concession 2, Elderslie. Concrete abutments about 12 feet high, to be let by the yard. Water from 2 to 3 feet deep.

Tenders to be opened at Township Hall, Gillies Hill, on the above date.

Plans and specifications may be seen at my house, lot 14, Concession 11, Elderslie, or at the office of Dr. Crowe, Reeve of Chesley.

The lowest of any tender not necessarily accepted.

GEORGE McKAY, Reeve of Elderslie,  
Salisbury, Ont.

## TENDERS

Scaled tenders, addressed to W. Calder, Esq., Mayor of Durham, Ont., will be received not later than SATURDAY, MAY 16TH, for the building of a Reinforced Concrete Arch Bridge of 42' span, with retaining wall approaches, in the Town of Durham. About 800 cubic yards.

Plans and specifications may be seen at the Mayor's office or at the offices of the Engineers.

BOWMAN & CONNOR,

Engineers,  
W. CALDER, Mayor, 36 Toronto St., Toronto,  
Durham, Ont. and Berlin, Ont.

## Tenders for Isolation Hospital

Separate and bulk tenders will be received up to noon on FRIDAY, MAY 15TH, for all the several trades including

Reinforced Concrete and Heating and Ventilating

required in the erection of this building.

A. O. GRAYDON, City Engineer,  
ALD. D. A. STEWART, London, Ont.  
Chairman Building Committee.

## SEALED TENDERS

marked "Tenders for Debentures" will be received by the undersigned up to and including the FIRST DAY OF JUNE, 1908, for the following debentures of the municipality of the Town of Maple Creek, all carrying 5 per cent. interest: 7 debentures (waterworks issue) for \$2,000 each, 30 yrs.; 15 debentures (waterworks issue) for \$1,000 each, 15 yrs.; 10 debentures (fire protection issue) for \$200 each, 10 yrs.

The highest or any tender will not necessarily be accepted.

Apply for all particulars to the undersigned  
A. BURNETT, Sec.-Treas.  
Town of Maple Creek, Sask.

Maple Creek, 28th April, 1908.

## City of Medicine Hat.

## For Drilling Gas Well

Tenders will be received at the office of the City Engineer up to 12 M. MAY 18TH, 1908, for the drilling of an 8-inch Gas Well to a depth of 1,100 feet more or less. Specifications and forms of tender may be had at the office of the City Engineer.

W. P. MORRISON,  
City Engineer.

## County of Wellington Bridge Tenders

Tenders will be received by the County Clerk, James Beattie Esq., Fergus, Ont., until NOON ON MAY 14TH next for:

1. Steel joists &c. and concrete floor on Elora Bridge.
2. Concrete Arch about 100 cubic yards at Ponsosby, 4 miles from Elora.

For all information apply to the Engineers,

BOWMAN & CONNOR,  
36 Toronto St., Toronto.

## TOWN OF PRESTON

## Trunk Sewers and Sewage Disposal Works

Sealed tenders will be received by the undersigned up to Noon SATURDAY, 16TH MAY, 1928, for the construction of Trunk Sewers and Sewage Disposal Works in the Town of Preston.

Plans and specifications may be seen and forms of tender obtained at the office of the Engineers, Davis & Johnston, Berlin, after Monday, 4th May.

The lowest or any tender not necessarily accepted.

H. C. EDGAR,  
Town Clerk.

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## CONTRACTS OPEN.

(Continued from page 17).

that the Government, in addition to dredging work and other improvements, will build a wharf capable of accommodating three large steamers.

## Verdun, Que.

New municipal buildings will be erected here this summer at a cost of \$40,000. Ross & McFarlane, of Montreal, are the architects.

## Victoria, B.C.

The B. F. Graham Lumber Company, this city, are stated to be planning the erection of a new mill at Esquimaux this season. Capacity 100,000 feet per day. Estimated cost \$150,000. C. L. Bettington is interested.

## Vancouver, B.C.

Wm. McQueen, City Clerk, wants tenders up to May 14th for 5,000 feet 2½ inch fire hose and an 800 U.S. gallon steam fire engine, fitted with rubber tires. Both tenders to be f.o.b. Vancouver.

The congregation of Holy Trinity church are contemplating the enlargement of their building. Rev. H. Beacham is in charge.

J. W. Weart, Managing Director, Imperial Trust Company, has taken out a permit for a 13 storey fire proof block, of steel frame construction, to be erected on the Arcade site at an estimated cost of \$400,000.

We are informed that the C. P. R. will spend \$125,000 this season in improving the line of the Esquimaux and Nanaimo Railway, in pursuance of their plans for improving the railway connections on Vancouver Island. The appropriations for this purpose have already been passed, and work will start very soon. The greater part of the money will be spent in improving the road-bed and replacing trestle bridges with stone and steel structures.

F. Gourdeau, Deputy Minister of Marine and Fisheries, Ottawa, states that the time for receiving tenders for the B.C. fishery cruiser has been extended to June 1st.

A permit has been granted to Kelly and Murray for the erection of a stone hotel building on Westminster avenue,

immediately adjoining the north approach to the new bridge. The cost of the structure will be \$35,000; Other building permits include: J. W. Bishop, frame dwelling, Pender street east, \$1,800; John Gibson, frame dwelling, Twelfth avenue, \$3,000; E. B. Morgan, frame dwelling, Third street, \$6,600; B. Olmstead, repairs, Napier street, \$1,200; H. Hutchinson, frame dwelling, Hastings street, \$2,000; Mrs. K. Fleming, frame dwelling, Cosmoxy street, \$3,400; M. Campbell, frame dwelling, Second avenue, \$1,600; D. A. McMillian, frame store and dwelling, Park Drive, \$2,000; J. A. Stuart, frame store and dwelling, Granville street, \$4,000.

## Wauchope, Sask.

The People's Telephone Company have been incorporated and will install a modern telephone system. W. Quentelle is secretary.

## Welland, Ont.

The Imperial Bank are about to commence the construction of a modern bank building.

## Winnipeg, Man.

It is stated that Hon. Robert Rogers has obtained from Mackenzie & Mann an agreement to build several new lines in Manitoba. These will include an additional ten miles to the Turtle Mountain branch, a spur of 25 miles from the Rosburn line through Rapid City into Viola Dale country, and a line ten miles north of Virden, across the C.P.R. tracks. All these extensions will be completed during the coming summer.

By-laws to raise \$90,000 for a new superstructure for Louise bridge, \$600,000 for schools and \$25,000 for library purposes will be submitted on May 7th.

The \$300,000 provided by the Manitoba government for improvements and extensions to the telephone system is to be divided as follows: new switchboards in Winnipeg, \$100,000; aerial and conduit work in Winnipeg, \$110,000; extensions and improvements in rural exchanges, \$25,000, and the balance for long-distance lines.

C. J. Brown, City Clerk, gives notice of the civic intention to carry out various local improvements, including cedar block pavement, estimated to cost \$6,000, and sewer construction, estimated to cost \$14,000.

R. H. Smith, Secretary, Treasurer, Winnipeg Public School Board, wants tenders up to May 9th for the construction of a nine-roomed addition to the Mulvey school, Broadway and Maryland streets. Plans may be seen on application to J. B. Miller, Commissioner of Buildings, school board office.

The Y.W.C.A. have inaugurated a campaign to raise \$75,000 this month for the erection of a new building. The structure will be 100 feet by 80 feet, five stories, reinforced concrete. H. B. Rugh, Union Bank Building, is the architect.

Intimation has been given by Mayor Ashdown that the erection of suburban police stations will be considered at an early date.

The Board of Works have recommended the construction of a sewer and water main on Gertrude street, from Ainsley to Amelia streets, at an estimated cost of \$6,000.

The Board of Control have notified the street railway company that the street car extension on Mountain avenue, which was ordered to be done in June last, has not yet been completed, and that the agreement calls for the completion of the work within a year of the order. The company will now be asked to file plans.

Recent building permits include: A. Simmons, 2½ storey frame residence, Betourney street, \$8,000; A. B. Coppings, 2 storey modern frame dwelling, Ida avenue, \$3,000; Mrs. H. B. Peterson, residential flat, Wellington crescent, 12,000; Wallace and Aikins, frame residence, Buell street, 4,500; T. E. Darby, 2 storey dwelling, Purcell avenue, \$3,000; Methodist church, mission building, Euclid avenue, \$10,000; Alex. Scobie, dwelling, Morley avenue, \$3,500; T. Fanning, two cement block cottages, Victor street, \$3,000.

## CONTRACTS AWARDED

## Harriston, Ont.

Wm. C. Chambers, of this town has been awarded the contract of building seventy-five miles of the Grand Trunk Pacific, in the Lake Nepigon district.

## Kenora, Ont.

G. H. Archibald & Company, of Winnipeg, Limited, have been awarded the contract for rebuilding the plant of the Maple Leaf Flour Company destroyed by fire last January.

## Montreal, Que.

The Gamewell Fire Alarm Company, of New York, were the successful tenderers for the installation of a fire alarm apparatus in No. 5 fire station, at \$53,000. The Star Electric Company, of New York, also tendered at \$51,700.

## Port Arthur, Ont.

The contract for the extension of the Union Lake dams has been awarded to Ross & Dumont, at \$7,004. Other tenders included F. J. McCut-

eon, \$7,300; Pease Brothers, \$7,700; Stewart & Hewitson, \$7,450; Seaman & Pennaman, \$8,002.

#### Ottawa, Ont.

The Department of Public Works at Ottawa have awarded the contract for the construction of Section 2 of the Holland River division of the Trent Canal, known as Aylesworth's Ditch, to John Riley, of St. Catharines; for construction of the Rosedale section of Trent Canal to R. Macdonald Company, of Toronto, and contract for Section 1 of the Ontario-Rice Lake division to Larkin & Sangster, of St. Catharines.

The School Board have awarded to P. J. Powers & Company, at \$1,625, the contract for installing boilers at the Elgin street school.

#### Peterborough, Ont.

R. Hicks & Company have been awarded the contract for supplying the city with cement for paving and other purposes during 1908, at \$1.81 per barrel.

#### St. John, N.B.

The following tenders for street supplies have been awarded by the city council: spruce paving blocks, Randolph & Baker, 44 cents per square yard; sand for asphalt, Herbert Creighton, \$1.15 per load of ten barrels; asphalt, Robert Reford Company, \$4.65 per barrel.

#### Victoria, B.C.

The contract for rebuilding the Mahon block has been awarded to Dimsdale & Malcolm, of this city, at approximately \$20,000. Plans were prepared by architect Wilson.

#### Winnipeg, Man.

The Board of Control have awarded J. Neilson & Company the contract for supplying six asphalt waggons. Those selected were the Watson Standard with asbestos lining, covered with sheet steel, No. 16 gauge, and the price was \$266 each.

For an asphalt roller the F. H. Hopkins Company, of Montreal, were the successful tenderers at \$3,010, with a machine manufactured by Julian Schell & Company.

The contract for supplying 10,000 lbs. of No. 6 B & S gauge triple braid weatherproof copper wire has been awarded to the Northern Electric Company at 15 cents a pound, f.o.b., Winnipeg. The next two tenderers quoted 15 9-10 cents and 15 2-5 per pound.

The engineer of construction has been awarded the following tenders, none other having been received: asphalt pavement, Main street, Graham to Higgins avenue, \$125,812; asphalt

pavement, Higgins avenue, Main street to Louise bridge, \$71,710.

It is stated, unofficially, that Peter Lyall & Son, of Montreal, have secured the contract for the erection of the new Union station at a figure approximating \$2,000,000.

#### Fires.

Sawmill and other buildings of Michael McLaughlin, Buctouche, N.B.; loss \$30,000.

Buildings of P. McCool, North Bay, Ont.; loss \$50,000.

Car barns of Nelson Street Railway Company, Nelson, B.C.; loss \$50,000.

Building of Irish Literary and Benevolent Societp, property of McLean estate, St. John, N.B.; loss \$20,000.

St. George's church, Grafton, Ont.; totally destroyed. Rev. C. H. Brooks, rector.

Premises of the Gold House, Atlin, B.C.; loss \$10,000.

St. Joseph's German Catholic church, Wianipeg, Man.; loss \$50,000.

Presbyterian church building at Clifton, P.E.I.; loss \$2,000.

Clubhouse of Tecumseh Boat Club, Walkerville, Ont.; total loss \$8,000.

Hotel building of Alfred Charron, Boucherville, Que.; total loss \$11,000.

Buildings of J. J. Sock & Company, and others, Torono, Ont., estimated losses: J. J. Sock and company, manufacturing jewellers, \$40,000 to \$60,000, Jones & Moore, electrical apparatus, about \$50,000 to stock and machinery, and \$50,000 on building, Canadian Silk Company, Limited, \$50,000.

#### Business Notes.

Wm. Moffatt & Sons are a new lumber firm opening up at Claresholm, Alta.

A. Vincent & Company, lumber dealers, St. Flore, Que., have dissolved.

Decarie & Lepage, Montreal, dealers in builders' supplies, have dissolved.

Adamson & Sparrow, architects, Montreal, Que., have dissolved partnership.

Latour Dupuis, Limited, lumber dealers, St. John, Que., have obtained a charter.

Alfred Hotte and A. Lemieux have gone into partnership to carry on a plumbing business at Montreal, also Arthur Brute and H. Gigure.

G. A. Stimson & Company, Toronto, have purchased \$18,000, five per cent., debentures of the town of North Bay, repayable in 30 annual instalments.

Wood, Gundy & Company, of Toronto, have been awarded \$50,000 four per cent. 20-year bonds of the municipality of Wallace. The same firm have also secured \$18,500 debentures of Listowel, Ont., bearing 5 per cent. interest and due \$15,000 in 30 instalments and \$3,500 in 20 instalments.

#### Construction Notes.

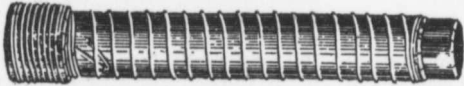
The Pigeon River Lumber Co., Port Arthur, announce that they will open their big saw mill shortly, giving employment to 300 men. Night and day shifts will be worked. The Atikokan Iron Company blast furnaces, which are to be started shortly, will employ three hundred men, and as the opening of navigation gives employment to about a thousand men about the docks, the summer outlook in Port Arthur is decidedly bright.

Three brick manufacturing companies of Ottawa have been consolidated into the Peerless Brick & Tile Company with an authorized capital of \$150,000. The new company absorbs the Odell Brothers, Morris & Ballantyne and the T. M. Mulligan companies. The three brick plants will be operated as usual this summer and in the meantime a large plant will be constructed at the Morris & Ballantyne yards in Billings' Bridge, which will be one of the largest and most complete of its kind in Canada. The officers of the company will be as follows: W. S. Odell, president; J. A. Ballantyne, vice-president; W. D. Morris, T. M. Mulligan and Mortimer Odell, directors.

The C. P. R. bridge construction throughout the west is this year exceeding by far all records of past years. Men are already at work upon the many new steel bridges which are to replace the present old structures. From Calgary to the coast all the wooden spans and trestles will disappear during the coming summer, to be replaced by substantial steel bridges. In the Kootenay district alone, large forces of men are engaged in erecting four new bridges. At Alamo, on the Nakusp and Slocum line, a new bridge 70 feet long is expected to be completed this month. On the Slocum lake branch a 110 foot bridge is being constructed, and another one at Murphy Creek on the Rossland branch has just been finished. The largest bridge of all is at Stony Creek, just north of Trail. This structure is 508 feet long, and has towers 90 feet high. It will be completed by June.

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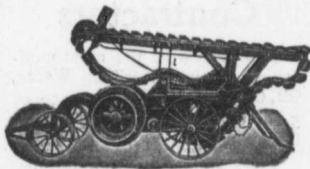
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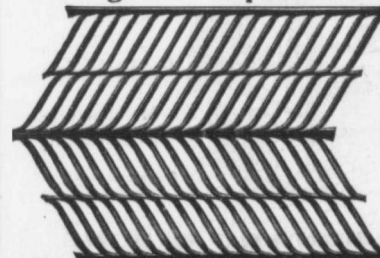
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### The Action of Portland or Hydraulic Cement Upon Lead.

The following remarks upon experiments in connection with cement and lead, are a continuation of the article in last week's issue by Mr. G. J. Johnson, which was read by him before the annual meeting of the American Society of Inspectors of Plumbing and Sanitary Engineers.

The lead pipe operated upon was as "Strong" or "A" lead pipe, made from ordinary commercial or desilverized lead, which, as is well known, contains minute traces of antimony, silicium, zinc, arsenic and copper.

Cement used was of slow setting variety, requiring about three hours and thirty minutes for initial setting, being the product of the United States Cement Company, of Bedford, Ind., and the bag carrying the test

tag of R. W. Hunt & Company, being also subsequently subjected to the test and to a seven-day test for tensile strength by the writer.

Limestone screenings, being put through a No. 8 sieve, having 64 meshes to the square inch, were used as base material.

In our experiments made up to date, four parts of screened limestone have been used to one part — by measure — of cement; the same being mixed upon a glass-covered table in the dry state and water subsequently added to a rather wet consistency; the whole mass thoroughly mixed and packed into the mould, with moderate ramming.

Our aim was to make the test as severe as possible, using the fine limestone, including the dust thereof, and making the mixture rather wet in or-

der to have the same decidedly limy, rather more so than would be used in ordinary practice.

In all ten weighed samples of lead pipe were operated upon, four of which were removed from the mould and cleaned up after being incased for twenty days. The weight of said samples showed a slight increase in two cases, partly from oxidation and partly from the difficulty of removing the last traces of the cementing material from the sides of the pipe at all points without the expenditure of considerable time, while the other two exhibits were of exact weight.

Examination of that part of the concrete in direct contact with the lead samples showed but the slightest trace of lead in reaction, and the condition of the concrete and of the pipe

(Continued on page 24.)

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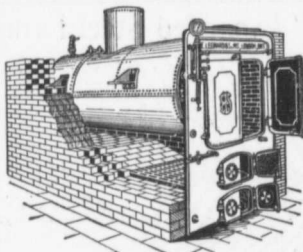
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samples in nowise indicates continued action.

The results so far shown may be regarded as negative, but the time factor of the experiments conducted has, in the opinion of the writer, been entirely too limited, and in order to arrive at definite and reliable conclusions it is the intention to continue the experiments during the year and extend the same to all kinds of mortars and mixtures that are or may be used in buildings or other foundations. In future experiments a number of concrete blocks will be placed in water, while others will be allowed to attain final set in air, so as to compare with all conditions of practice.

The cornerstone of the new armories at Peterborough was laid last week by Hon. Sir Frederick Borden, Minister of Militia.

### C. P. R. Construction Advancing.

The steel laying gangs of the Canadian Pacific, who are employed in the construction of the line running west from Shelo, in the direction of Lanigan and Saskatoon, reached the new town of Leslie recently, a celebration of the event occurring at that point. Leslie is the third station west from Shelo, the others being Tufnell and Foam Lake. At the latter point there is a large colony of Icelanders. The land is of an excellent quality and the country generally is of such a nature as to make it especially adapted for mixed farming, in which many of the farmers of the vicinity have engaged. The contract for the erection of the new depot of the Canadian Pacific at Lanigan has been let. The new structure will be large enough to serve the purposes of the town for a number of

years and will be built at a cost of \$6,000. The contractor for the building is A. G. Creelman, of Grand Forks, B. C. The plan for the structure is one of the standard sets of the company. Work on the building will be commenced at once and will be completed within a few months.

Mr. Anderson, Secretary of the Duluth, Rainy Lake and Winnipeg Railway was in Winnipeg recently conferring with General Manager Macleod and Traffic Manager Shaw of the Canadian Northern regarding through freight and passenger service between Duluth and Winnipeg. The bridge over the Rainy river near Fort Frances, by which the two lines are connected, has been completed, and trains will be running between the two cities within the next fortnight.

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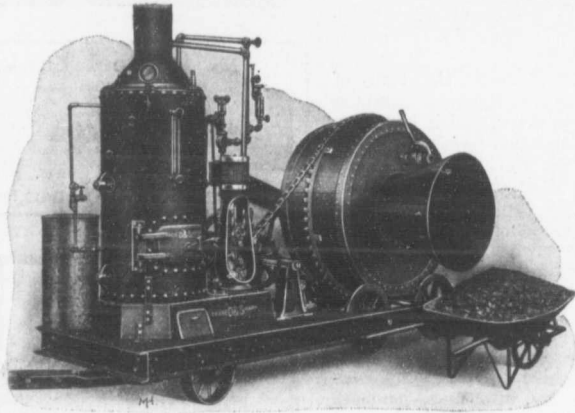
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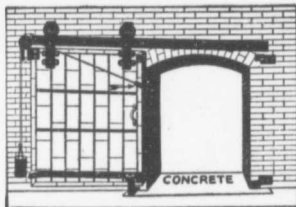
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In view of the difficulties between the C. P. R. and its mechanics, a report in the Buffalo Commercial upon the railway equipment companies is interesting. The report says: There appears to be little change in the position of the railway equipment companies, except that there are more men and plants idle now than there were a month ago, while the prospects for early resumption of work are no brighter, as no new orders in any quantity are being received. There are now few unfilled orders on the books of the companies. The order from the New York Central to the American Locomotive Company is an exception. The idle car equipment on the railroads of this country and Canada on April 1st, has been placed at 306,507 cars, as against 297,042 idle cars on March 18. These figures indicate that until the general business of the companies picks up and large crops are assured the railroads will need practically no new equipment.

It is true, of course, that many of the idle cars are of old types and not in first-class shape, and it is reasonable to believe that as soon as conditions warrant and the railroad companies are in a position to meet the cost, the old cars will be replaced with new equipment. It is generally believed that when business returns to the car equipment companies it will come with a rush. Because of this belief the companies have tried to keep most of their plants in operation, so that working forces would not be shattered. In many cases, however, the slump in business has been too heavy and many plants have had to be closed.

Controller J. J. Ward recently addressed the Toronto Guild of Civic Art on the advisability of the city constructing a sea wall from Bathurst street to the Humber, in order to protect the Lake Shore road, and also to provide a driveway and promenade three and a half miles in length. Mr. Ward urged the members of the Guild to use their influence to have the by-law carried when it is submitted in June. He pointed out that many unemployed would be given work on the wall. He also referred to the fact that the city is constructing an eighth of a mile of sea wall south of the Exhibition grounds at a cost of \$40,000. The city, he said, owned about three and a quarter miles of the property, and would have a frontage of 20,000 feet after the construction of the wall, worth at least half a million dollars.

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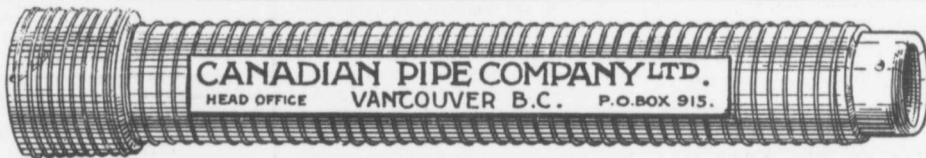
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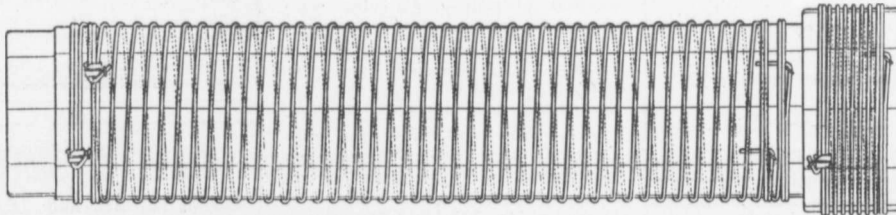
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Every Englishman returning to England from Canada does not carry back hard times tales, as will be seen by a perusal of the following which appeared recently in the columns of "Canada" which is published in London, England.

It was as exhilarating as a breath of air from the prairies in the early spring to meet Mr. Fred C. Salter last week on his return from his recent visit in Canada. The European Traffic Manager of the Grand Trunk System is blessed with that vigorous and cheery optimism possessed by so many of Canada's most active and successful business men.

We talked of many things. The commercial situation in the West, the outlook for this year's harvest, the Government's restriction of emigration, and a dozen other topics. Many of these he had personally acquainted himself with by direct investigation on the spot, and this gave value to his reasons for his opinions, as mere hearsay was eliminated.

To sum up, Mr. Salter gave as his absolute convictions that this year—and commencing now—a measure of progress and enterprise will be witnessed in the West as great as any previous year has recorded.

"The commercial interests of Canada and the States—perhaps more especially in Western Canada—are so closely connected," said Mr. Salter, "that the financial crisis in New York was bound to have a sympathetic effect north of the border. To show how quickly business in Western Canada has returned to the normal: Quite recently I was discussing matters with a member of a firm handling cash registers who has agents throughout the whole of the middle West. The sale of such an article as this you will acknowledge to be almost an ideal trade barometer. Well, he told me that whereas three months previously his sales were shut right down, now everything was liquid, and business was becoming as brisk as could be wished."

Discussing labor matters, Mr. Salter made a point which has not previously been so forcibly and ably drawn to the notice of the emigrating classes in the Mother Country. "The Canadian Government has been criticised," said Mr. Salter, "for their recent action in restricting emigration, especially that from the great cities sent out by philanthropic societies. What the Government wants—what we all want out there—is not the weak, discontented, bilious-minded, emigrant, who constantly cries for help from

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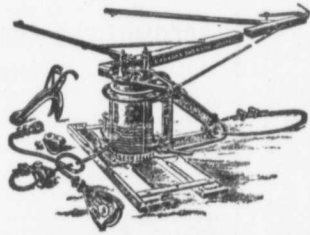
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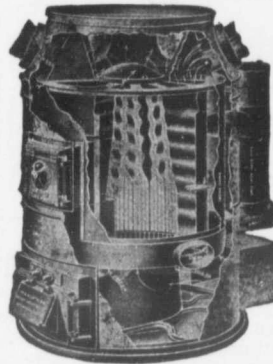
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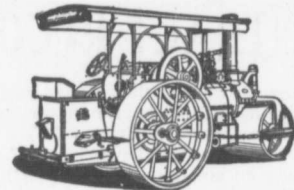
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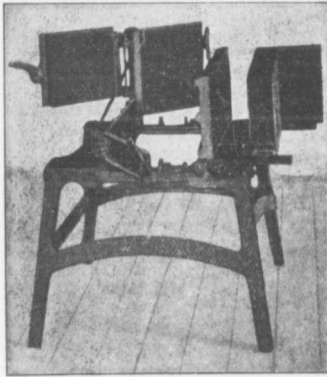
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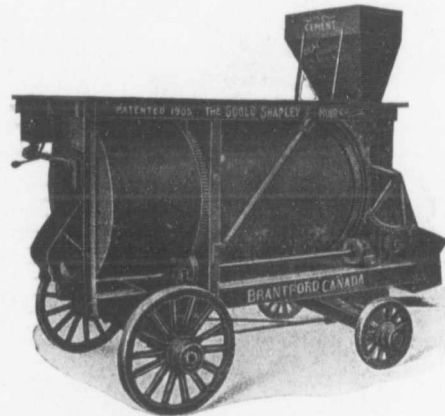
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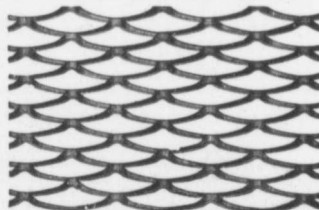
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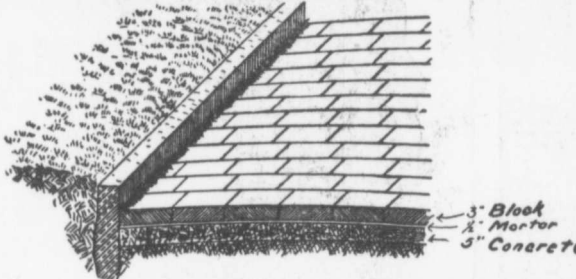


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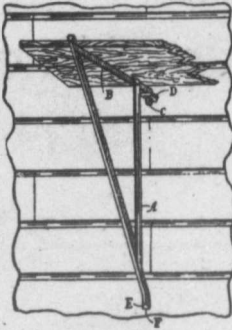


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