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CANADIAN CONTRACT RECORD

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

EVERY SATURDAY

Vol. 3. *Toronto and Montreal, Canada, July 16, 1892.* *No. 22*

THE CANADIAN CONTRACT RECORD,

PUBLISHED EVERY SATURDAY

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,

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

64 *Temple Building,* - *Montreal*
Bell Telephone 2240.

TENDERS WANTED.

Tenders will be received at the office of the undersigned until noon of the 22nd inst. for the works necessary in the erection and completion of a Stock Barn Drainage. The lowest or any tender will not necessarily be accepted. Plans and specifications may be seen at our offices.

POWER & SON, Architects,
Kingston, Ont.

TOWN OF BARRIE.

Tenders for Steam Heating.

Tenders will be received by the undersigned on and after Tuesday next, the 19th inst. for the Steam Heating and Ventilation of the Court House at Barrie, Ont. Plans and specifications can be seen at the Court House, Barrie, or at the office of W. J. Burroughes, 353 Queen St. West, Toronto.

Tenders to be made out on blank forms provided and must be accompanied by the actual signatures of two responsible parties who are willing to become security for the completion of the contract to the satisfaction of W. J. Burroughes and the County Council of the County of Simcoe.

H. GRAHAM,
Chairman of Committee,
Court House, Barrie.

Notice to Contractors

Tenders will be received by registered post, addressed to the City Engineer, Toronto, up to Eleven o'clock a.m. on TUESDAY, JULY 26TH, 1892, for the following work:

A SEWER

On Roseberry Avenue, from Bathurst Street to 325 feet easterly.

Specifications and forms of tender may be obtained on and after July 19th, 1892, at the office of the City Engineer.

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

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

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

JOHN SHAW,
Chairman of Committee on Works.

Committee Room, Toronto, July 15, 1892.

TENDERS

Wanted for building SEWERS and works connected therewith in Moore Park, Tp. York. Plans, specifications, etc., can be seen and sealed tenders received at the office of the undersigned until

5 o'clock p.m. on Saturday, 30th July, 1892.

The undersigned will be at Tp. rooms, Tremont House, Yonge St., Toronto, from 2 to 5 p.m. on Saturday, 23rd inst., with plans, etc. The lowest or any tender not necessarily accepted.

PETER S. GIBSON,
Engineer York Tp.

Willowdale, July 13th, 1892.

NOTICE TO CONTRACTORS.

Tenders will be received by the undersigned till MONDAY, THE 25TH DAY OF JULY, 1892, at 6 o'clock p.m., for the following work

For paving with Cedar Blocks, that portion of Petrolia Street commencing at the track of the the Michigan Central Railroad and running west to the west limit of Princess Street.

Plans and specifications can be seen at the Town Clerk's office in Petrolia, or at the office of J. M. Moore, Esq., Civil Engineer, London.

GEO. S. McPHERSON,
Town Clerk, Petrolia, Ont.

Petrolia, July 6th, 1892.

TORONTO JUNCTION SEWERAGE WORKS

Tenders will be received at the office of the Town Clerk until 6 p.m., July 21st, for the necessary materials for the construction of about

15,000 Lineal Feet of Sewers,

9 inch, 12 inch, 15 inch and 18 inches in diameter.

Specifications, instructions forms of tender, etc., may be seen at the Sewerage Works Office, Toronto Junction, and at the office of the Chief Engineer, 103 Bay St., Toronto.

(Signed) WILLIS CHIPMAN,
Chief Engineer.

Dated July 15th, 1892.

ELECTRIC STREET RAILWAY.

TENDERS WANTED.

Sealed tenders will be received by the undersigned up to July 20th for the construction of an Electric Street Railway in the city of Brantford. The contract to include the removal of present street railway tracks, the laying of new tracks and the erection of poles. Plans and specifications for the work may be seen at the Office of the Edison General Electric Co., 77 Bay st. Toronto, or at the Office of Wm. Kerr, Kerby House, Brantford. The Company reserves the right to reject any or all bids.

T. S. RUSSELL,
Engineer Brantford Street Railway.

CONTRACTS OPEN.

PERTH, ONT.—The ratepayers are agitating for a system of waterworks.

MAISONVILLE, QUE.—The Baptist congregation are erecting a new church.

GLASGOW, N. S.—The sume of $25,000 has been voted for school building

CHALK RIVER, ONT.—An English church is to be erected in this place.

GRAFTON, ONT.—The congregation of St. George's church will erect a new rectory.

PORTAGE LA PRAIRIE, MAN.—The Roman Catholics are calling for tenders for the erection of a church and school room.

KNOWLTON, QUE.—The Village Council has decided to negotiate a loan of $5,000 for the purpose of building three iron bridges.

EMBRO, ONT.—Mr F. Cody Clerk will receive tenders until the 26th inst. for the erection of a Town Hall in this village. Plans at Clerk's office.

SARNIA, ONT.—The capital stock of the Sarnia Curling and Skating Rink Club has been increased to $25,000, the intention being to erect a commodious rink.

HALIFAX, N. S.—At the last meeting of the City Council it was decided to proceed with the construction of the new pipe line, the estimated cost of which is $150,000.

TORONTO JUNCTION, ONT.—The Sewerage Engineer has been instructed to advertise for materials for section B, of the sewerage works, tenders to be in by July 21st.

LANARK, ONT.—The ratepayers have carried a by-law granting the sum of $4,000 for the purpose of leasing the water power and assisting in the erection of a roller grist mill.

BRANTFORD, ONT.—Mr. Wm. Paterson, M. P., has received definite assurances that the Government will grant the sum of $10,000 towards the erection of a new drill shed.

CHATHAM, ONT.—The Town Council has decided to readvertise for tenders for lighting the streets by electricity, the Reliance Electric Light Company having failed to sign the contract

NAPANEE, ONT.—John Lowry, Chairman of Street Committee, will receive tenders until the 17th inst., for the construction of a sewer on East street, from Graham street to Napanee river.

ALLISTON, ONT.—Mr. Jos. W. Renny, architect, of Collingwood, has been instructed to prepare plans for a new opera house and town hall, the building to be 80x42 ft., and three stories high.

GUELPH, ONT. Mr. S. J. Taylor, Chairman Market Committee, will receive tenders until the 21st inst. for two new furnaces for heating the City Hall, having a capacity each of 65,000 cubic feet.

STELLARTON, N. S.—Tenders are being asked by the Town Clerk for the excavation and pipe laying for a system of waterworks, also for the supply of water pipes, plant and machinery required in the construction.

BROCKVILLE, ONT.—Mr. Kives Tully, architect, of the Department of Public Works, Ottawa, is at present engaged in laying out the grounds for the new asylum. It is expected that tenders will be called for at an early date.

CARLTON, N. B.—Plans are now being prepared for the construction of sewers on Winslow street, Guilford street and Market Place, and a large terra cotta sewer on Adelaide Road extending along Metcalf and Victoria streets

ST. CATHARINES, ONT.—Capt Harvey Neelon, of this city, has completed arrangements for the organizing of a joint stock company, with a capital of $75,000, to erect a magnificent summer hotel and resort at Port Dalhousie

PETERBORO, ONT. At a meeting of the Board of Health held last week a resolution was adopted urging the Council to submit a by law for the construction of a main outfall sewer and also that the work be proceeded with at once.

KINCARDINE ONT. A by-law will be submitted to the ratepayers to raise the sum of $2,000 to be expended as follows $1,350 for erecting an iron bridge on iron pile piers crossing the river Penetangore, and $650 for repairing the town hall.

SANDWICH, ONT. Mr John Mullen of Amherstburg, representing a Cleveland syndicate, has purchased 600 feet of water front in this town for the erection of a coal dock across the river. The plans are for dock and shutes to cost not less than $30,000.

VANCOUVER, B. C. The City Engineer wants tenders until the 25th inst. for the laying of a number of bituminous rock asphalt pavements.—It is proposed to construct a canal connecting Okanagan and Dog Lakes, the C. P. R. having expressed themselves as favorable to the scheme.

HAMILTON, ONT. Building permits have been granted as follows Wm. Magill, three two story brick dwellings on Aikman avenue, between Wentworth street and Myrtle avenue cost $4,500 Rev. Thomas Geoghegan, church at the corner of Burlington and Main streets, cost $5,000.—Tenders are wanted by the City Clerk for constructing a pipe sewer on Margaret street, between Main street and King street.

LONDON, ONT.—The City Council has given notice of its intention to construct tile drains on Piccadilly street and Wellington streets.—At a meeting of No. 2 Committee of the Public School Board held on Thursday last, a resolution was adopted recommending the erection of a new school on Colborne street, at a cost of $16,000, an addition to the Collegiate Institute, cost $20,000, and three smaller primary schools, cost $5,000.

OWEN SOUND, ONT.—The Town Engineer is engaged in taking levels for the proposed Bay street and county buildings sewer. The work required on this sewer will probably be the most extensive of any pipe sewer in town, owing to the great length necessary to secure an outlet It will commence at Russell and extend along as far as Connell street, a distance of 3000 feet, and then turning down the last named street under the C. P. R. tracks and out into deep water.

OTTAWA, ONT A deputation from the County and City Councils recently waited on Hon Mr Taggart, urging the construction of two new bridges, one across the breakwater at Hogs Back, and the other across the canal at the south of Concession street The estimated cost of both bridges is $3,000.—It is stated that the Ottawa and Parry Sound railway intends to construct an electric railroad to Huntonburg and seven miles

out into the country, provining the Ottawa electric railway is not extended to that point.

WINNIPEG, MAN.—G. H. West, chairman of Water and Light Committee, will receive tenders until the 19th inst. for the construction of a one-horse hose wagon.—The ratepayers of the municipality of Woodlands will vote on a by-law to raise the sum of $15,000 for a system of drainage, also $4,000 for the erection of a roller grist mill. —Nearly $40,000 is to be expended on improvements to the Leland House.

PEMBROKE, ONT.—Mr. Alexander Millar will receive tenders until Monday, the 25th inst., for the erection of a Presbyterian manse on the Calvin church grounds.—Mr. W. B McAllister, proprietor of the Pembroke flouring mills and Pakenham mills, intends building a grain elevator with a capacity of two hundred thousand bushels. Work will be started when the contemplated changes in the C.P.R. have been fully determined upon.

KINGSTON, ONT.—A deputation recently visited Sharpton for the purpose of locating a bridge across the Mud Lake to Florida. A civil engineer will be engaged to decide where the bridge will be built and the estimated cost.—The Street Committee have decided to report to Council in favor of the trolley system of electric railway, and that negotiations be entered into at once with Mr. Folger respecting the construction of the road.—A Committee has been appointed by the Roman Catholic's to select a site among the Thousand Islands for the erection of a Catholic school.

TORONTO, ONT.—The York County Council has decided to widen Davenport road to 66 feet. —At the next meeting of the Board of Health Dr. Allen will recommend the construction of a crematory for the west end.—Workmen are now employed in preparing the ground for the new gymnasium of the University of Toronto. The building will be situated north of University College, near Hoskin avenue. The plans for the new building for a chemical laboratory are not yet complete.—Mr. A.J. Robinson, of Main st., East Toronto, is about to erect two houses – Mr. H. Smith is asking for tenders for the erection of three residences. Particulars may be had at W. Parsons, 4 Adelaide street East.—The Board of Works will meet on Monday next to award contracts for asphaluing King and Yonge streets — Building permits have been granted as follows: H. M. Stevenson, brick front and mansard roof addition in rear of 641 Ontario street, cost $2,000; S. G. T. McAllister, six attached 3 storey bk. stores and dwellings, n.e. corner College and Givens st., cost $24,000; J. W. Butchart, 8 attached 2 storey bk. dwellings, e. side Lansdowne ave., south of Bloor st., J A Ellis, Architect, Toronto Junction, cost $12 000; John Holmes, det. 2 st. and attic bk. dwelling, Crescent road, opposite Hill st., cost $3,000; Wm. Belshaw, tenj 2 storey bk. fronted dwellings on new street running south from Wilton ave., between Sackville and Blair ave., cost $20,000. E. Sexton, seven att. 2 storey and attic bk. dwellings, e. s. Shaw st. north of College, cost $27,000.

MONTREAL, QUE.—L. J. Seargeant, General Manager Grand Trunk Railway, will receive tenders until to-day (Saturday), for the superstructure of various iron bridges required on the Great Western division. Plans may be seen at the office of the Chief Engineer of the Company at Hamilton, Ont.—The Secretary-Treasurer of the village of St. Louis du Mile End will receive tenders until to-day (Saturday) for the construction of a sewer on Mount Royal avenue.—The congregation of Westminster Presbyterian church intends building a new church near the corner of Atwater avenue and St. Antoine street. Plans are now in course of preparation, and it is expected that part of the edifice will be completed this fall. —The Town Council of St. Cunegonde, at a meeting held on Wednesday last, decided to proceed with the erection of a new Town Hall, at a cost not to exceed $60,000.—Building permits have been granted as follows: R. Penker, 2-story brick store and dwelling on Rushbrooke st., cost $3,500; W. A. Rineland, 2-story brick store and dwelling on Charlevoix st, cost $3,800. W Secombe 2-story stone & brick dwelling on Congregation st., cost $2,200; B O R. Simard, two 3-story stone & brick dwellings on Maisonneuve st., H. R. Falbord, architect, cost $3,600; J. L. Beaudry, three 3-story stone & brick dwellings, cor. Notre Dame and Amherst sts., G. Simard, architect, cost $18,000.—Chas. Clift, architect, is preparing plans for a Presbyterian church at Montreal Junction.—E. St. John, architect, is preparing plans for a residence for Mr. Caron, at Long Point. –W. Livermore, architect, is preparing plans for a building on Craig st. for J. S. Thompson & Co.—A. Flockton, architect, is calling for tenders for the erection of a brick residence on Dorchester st., Cote St. Antoine, for Mr. W. Knox, also for 2 dwelling houses on Park avenue, with cut stone fronts, for Mr. J. S. Dixon.— Theo. Daoust, architect, is preparing plans for twenty-five stores and dwellings and a large theatre on St. Lawrence st., also for six houses on Sherbrooke st. and six cottages at Pt. Claire. Tenders will be asked for shortly.—Wm. H. Hodson, architect, is preparing plans for one store and dwelling, and two dwellings on Dorchester st. Tenders will be called for next week.

CONTRACTS AWARDED.

CHATHAM, ONT.—Mr. John Darling has been awarded the contract for the erection of an addition to Queen street school at the price of $1,349.

OTTAWA, ONT.—Messrs. Faqruhar Bros., of Toronto, have the contract for building the Ampnor section of the Ottawa and Parry Sound railway.

KINGSTON, ONT.—Mr. G. Wilson has secured the contract to erect a two story double brick house on the corner of Alfred and Johnston streets, for $2,500.

TORONTO JUNCTION, ONT.—Messrs. F. Hyde & Co., Montreal, have secured the contract for supplying the 15 in. and 18 in. Scotch fire clay pipes for the sewerage works.

WINNIPEG, MAN.—Messrs. Gray Bros. have been awarded the contract for the erection of Mr. Geo. Fould's new building on Main street. The building will be solid brick with stone foundation.

LONDON, ONT.—Messrs. Tambling & Jones have been awarded the contract for the rebuilding of St. Paul's Cathedral. The price is said to be in the neighborhood of $40,000.—Mr. J. D. Ellison has received the contract for erecting a cottage on New Orchard Beach, Port Stanley, for the Young Women's Christian Association of London.

TORONTO, ONT.—The Dominion Wire Manufacturing Co., of Montreal, has been awarded the contract for the supply of twenty-seven miles of pure copper trolley wire for the Toronto Street railway. The copper is made in mile lengths.— Messrs. McGuire & Bird, of this city, have received the contract for the heating apparatus for the public building at Peterboro'.

VANCOUVER, B. C.—The Board of Works have received the following tenders. Seventh avenue grading—Geo. Ronnsefell, $7,304, lump sum, and for the bridge $17 per 1,000 feet b. m. and log culverts, $16; Whitehead & Campbell, $7,400, and $16 per 1,000 feet for bridges, Hobson Bros., $6,250, and bridges $15 per 1,000 feet, T. M. Thomas, $7,595, and bridges, $22.75 per 1,000 feet; Cook & McDonald, $7,194. The tender of Hobson Bros. was accepted. Barclay street, sidewalk—E. C. Britton, 21 cents; A. D. McDonald, 21 cents; W. Jones, 22 cents. Mr. Britton's tender was accepted. Grading Barnaby street from Nicola to the foreshore—D. Gibbons, $1,174; F. M. Thomas, $1,149; George F. Rounsefell, $980; Hobson Bros., $775.50. The latter bid was accepted.

HOUSE COLORING.

A very common error, selecting the colors for a house, is to choose a shade for the gables which is darker in effect than the general body color, reds being frequently taken for the gable. This nearly always gives a top heavy appearance, which would be entirely avoided were a color of lighter tone chosen. The proper method to pursue in adopting a color scheme for any building, is to use darker and richer tones at the base, and as we go upward to gradually lighten the effect, until the highest and most delicate shades are reached in the gables. The roof may properly be considered as a thing by itself; as it is not in the same vertical plane with the side walls the light will be reflected from it in a different manner, and hence the tone will be greatly modified from that of the actual color employed, being generally lighter in effect. Even taking this into consideration, it is not well to choose too dark colors for the roof, or it will appear to crush the house. Of course, the a chitectural effect must be considered, as it sometimes happens that the roof should appear low, in order to reduce the apparent height of the building. In this case the roof may properly be dark, though on the side wall no architectural necessity can ever arise which will require dark colors to be placed above lighter ones.

Another thing well to remember is that the under side of overhanging eaves or the flat under side, or planeer, of a boxed cornice, should properly be painted in a lighter color than the barge boards or face mouldings. Otherwise, as the under side of the cornice is in shade it will be lost, and will not be readily distinguished in bright sunlight, from the cast shadow on the side walls, hence the effect of projection will be lost and the value of the cornice will be destroyed. On the other hand, the light under side will throw out the cornice, and will increase its architectural value by giving it greater apparent projection.—*Painting and Decorating.*

ELECTRICAL STONE CARVING DEVICE.

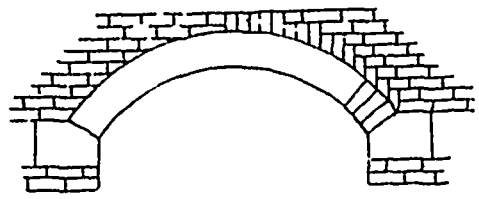
Electricity has now been put to many uses, the very latest being the working of a machine which it is said will revolutionize the art of stone carving. The inventor is a Colorado man, W. P. Carstarphen, and the inventor, we learn from the Denver Sun, is known as the "electrical reciprocating" tool. This tool is provided with a reciprocating plunger, located and moving within the tubular spools of two coils of insulated copper wire through which a direct current of electricity is alternately passed. The current for operating the tool can be supplied from any suitable electrical source, such as an ordinary galvanic battery or a dynamo electric current, which is simultaneously switched from one coil or set of coils to the other by the use of a suitable mechanism located between the two coils, and controlled by the reciprocation of the plunger. The electrical current enters one end of the tool through a revolving swivel, and the rapidity of the strokes made by the plunger is regulated by a button on the side of the tool. In the model, which is a three-pound tool, the stroke can be made to vary from one-eighth of an inch to one inch with a motion varying from 50 to 300 strokes per minute.

To operate a tool of this size but from four to six volts current are required. Portable storage batteries twelve inches by six inches by six inches high have been made, which are incased in a neat box and intended for operating the tool on scaffolds and elsewhere away from the shop. These have operating force sufficient for a day's work, and can be so charged over night at an expense not to exceed one shilling.

With this tool the carver or sculptor, instead of dividing a portion of his attention to striking his chisel, can devote his entire attention to the lines which he is following, thus producing more accurate and rapid work. It is estimated that the machine will produce work in one-fourth the time of hand work, and therefore a meterial reduction in the cost will be secured.

CUTTING BRICKS FOR ARCHES.

A correspondent of the *Contract Journal* writes as follows: I beg to forward the enclosed drawing of arch (if you deem it worthy of publication), showing the old method of cutting the bricks to the curvature of the arch on the left-hand side, and the new method on the right-hand side.



Your readers will perceive the difficulty a bricksetter has in cutting his bricks to a feather edge, as shown on the left hand side, but on the other you have a good joint all round, with every little difficulty in cutting. I think the new method overcomes the difficulty, looks much better, and is certainly stronger. I have not seen the bricks cut as suggested on any building in my travels, but having shown it to Mr. Brown, the borough engineer of St. Helens, he at once adopted it on the new intercepting sewer, which he has recently constructed in that town, with good effect.

MUNICIPAL DEPARTMENT.

STONE PAVING.

The following observations are from a paper recently read by R. H Dorman, County Surveyer, Armagh, at a meeting of the Association of Municipal and County Engineers held in Dublin:

Stone pavements consist of squared setts laid on a suitable foundation. The foundation usually consists of gravel, broken stone, or concrete of varying thickness; this latter is the only reliable material—it should never be less than six inches thick, while nine inches will carry the heaviest traffic. Portland cement and Thames ballast in the proportion of one to seven make excellent concrete. As the concrete is laid in the trench, the top surface should be brought to the proper scamber with the shovel. In Dublin, I recently noticed the concrete was lightly rammed, while in India I was taught to have concrete throughly rammed until the lime or cement creamed to the surface, but this appears to be unnecessary and even injurious proceeding, particularly when a good cement is used.

Setts.—Granites of various qualities, whinstone, and ocasionally sand stone, are employed. For ordinary traffic Aberdeen or Newry granite are largely used. For very heavy traffic it is advisable to use greenstone or a hard granite; owing to the extreme hardness of greenstone it is very difficult to dress, and, in consequence, the neatest looking pavements can be made with granite setts. Asphalt, an asphaltic mixture, and wood have been suggested as materials for packing, but they are seldom used, owing to the expense; sand and gravel are comonly used. When the foundation consists of broken stone or similar material, gravel is probably the best packing material, but it is not suitable for us on a concrete foundation; it is far easier to bed a stone on sand packing than on gravel, and when well rammed it will take an even bearing, but a stone laid on gravel is liable to rock and work loose. Formerly, it was usual to bed each stone in lime or mortar —no doubt a good method, but expensive.

Grouting.—In the North of England, Dublin, and other places and joints are

filled with clean pebbles and then run with an asphaltic mixture, after which the surface is well rammed and covered with a layer of fine gravel. In the South of England the grouting usually consists of sand and lias lime or Portland cement. As regards the comparative advantages of lias and Portland cement as a grouting I look on lias as the best substance to use when there is a probability of the pavement having to be disturbed from time to time to relay pipes, etc. Lias should also be used when the setts are of a slippery nature; one advantage of lias grouting is that it always appears to have some setting properties.

When the paving is not liable to be disturbed, I look on Portland cement as the best grouting for Newry Aberdeen, and similar setts; the grouting and the setts wear pretty uniformly, and the stones do not work so round on the top as when a soft grout is used. When a cement grout is used the traffic should not be allowed over the surface for three or four days after the work is completed, as if the traffic is allowed soon, many of the stones will work loose, and will of course remain so unless fresh grouting be run in. Once, however, a pavement grouted with cement becomes thoroughly set, the heaviest traffic will not disturb the stones. Finally, while admitting the superiority of the "Manchester" grout with hard setts, I have a strong predilection for cement grout for the less durable setts when laid on level ground.

Laying the Pavement.—The setts should be laid touching one another. Each stone should be so firmly bedded on the packing that it has not to rely on its neighbor for support. The packing should average one inch in thickness, and there should be no pebbles in it, because if a pebble gets between the concrete and a sett it cannot be rammed, and will always rock. The rammer-men require careful supervision. To avoid the trouble of lifting badly-laid setts they often try to get an even surface by ramming the high stones extra hard, and omitting to ram the low-lying stone or stones inclined to give too much. Care should be taken when laying the pavement to see that the setts break joint. The rounding of the setts on the top is usually ascribed to the action of the wheels, but I believe it is rather due to the cogs on the horses' shoes.

In conclusion, I have to express surprise that so few experiments are being made at the present day for the purpose of ascertaining the draught over different surfaces, the comparative merits of roads formed of different materials, how surfaces are affected by velocity of motion, and kindred matters; and that so little has been attempted to ascertain mathematically the resistance to rolling over different surfaces and with different velocities, the most economical means of doing work with animal power, the effects of inclinations, the development of grades, etc.

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Prices of Building Materials.

LUMBER.

CAR OR CARGO LOTS.

	Toronto. $	Montreal. $	$	$
1¼ to 2 clear picks, Am. ins	30 00@32 00		40 00@45 00	
1½ to 2 three uppers, Am ins.	37 00		40 00	45 00
1½ to 2, pickings, Am ins.	27 00		27 00	30 00
3 inch clear			52 50	60 00
2 x 10 and 12 dressing and better	18 00	20 00	18 00	20 00
1 x 10 and 12 mill run	13 00	14 00		19 00
1 x 10 and 12 dressing	14 00	16 03		18 00
1 x 10 and 12 common	12 00	13 00	8 00	10 00
1 x 10 and 12 spruce culls	10 00	11 00	10 00	11 00
1 x 10 and 12 maple culls		9 00		9 00
1 inch clear and picks	28 00	30 00	33 00	35 00
1 inch dressing and better	18 00	20 00	18 00	20 00
1 inch siding, mill run	14 00	16 00	14 00	16 00
1 inch siding, common	11 00	13 03	12 00	14 00
1 inch siding, ship culls	10 00	11 00	10 00	11 00
1 inch siding, *mill culls*	8 00	9 00	8 00	9 00
Cull scantling	8 00	9 00	8 00	9 00
2¼ and thicker cutting up plank	22 00	23 00	22 00	23 00
1 inch strips, 4 in. to 8 in. mill run	14 00	15 00	14 00	15 00
1 inch strips, common	11 00	12 00	11 00	12 00
1¼ inch flooring	14 00	15 00	14 00	15 00
1½ inch flooring	14 00	16 00	14 00	16 00
XXX shingles, sawn, per M 16 in.	2 30	2 35	2 10	2 35
XX shingles, sawn	1 30	1 35	1 30	1 35

YARD QUOTATIONS.

Mill cull boards and scantling	10 00		10 00	
Shipping cull boards, promiscuous widths	13 00		13 00	
Shipping cull boards, stocks	16 00		16 00	
Hemlock scantling and joist up to 16 ft	11 00	12 00		10 00
Hemlock scantling and joist up to 18 ft	12 00	13 00	12 00	13 00
Hemlock scantling and joist up to 20 ft	13 00	14 00	13 00	14 00
Scantling and joist, up to 16 ft		14 00		14 00
" " 18 ft		15 00		15 00
" " 20 ft		16 00		16 00
" " 22 ft		17 00		17 00
" " 24 ft		19 00		19 00
" " 26 ft		21 00		21 00
" " 28 ft		23 00		23 00
" " 30 ft		25 00		25 00
" " 32 ft		27 00		27 00
" " 34 ft		29 50		29 50
" " 36 ft		31 00		31 00
" " 38 ft		33 00		33 00
" 40 to 44 ft		36 00		36 00
Cutting up planks, 1½ and thicker, dry	25 00	26 00	25 00	26 00
Cutting up planks, 1½ and thicker, board	18 00	22 00	18 00	22 00
Cedar for block paving, per cord		5 00		5 00
Cedar for Kerbing, 4 x 14, per M		14 00		14 00

B. M.

1½ in. flooring, dressed, F M.	28 00	31 00	28 00	31 00
1½ inch flooring, rough, B M.	18 00	22 00	18 00	22 00
1¼ " dressed, F M.	27 00	30 00	27 00	30 00
1¼ " undressed, B M.	18 00	19 00	18 00	19 00
1¼ " dressed	18 00	22 00	18 00	22 0
1¼ " undressed	12 00	15 00	12 00	15 00
Headed sheeting, dressed	22 00	35 00	22 00	35 00
Clapboarding, dressed		12 00		12 00
XXX sawn shingles, per M 18 in	2 65	2 75		3 10
Sawn lath	2 00	2 2	2 00	2 20
Cedar		2 90		2 90
Red oak	30 00	40 00	30 00	40 00
White	35 00	45 00	35 00	45 00
Basswood, No. 1 and 2	18 00	20 00	18 00	20 00
Cherry, No. 1 and 2	70 00	70 00	70 00	80 00
White ash, No. 1 and 2	25 00	25 00	30 00	35 00
Black ash, No. 1 and 2	18 00	30 00	18 00	30 00
Dressing stocks	16 00	22 00	16 00	22 00
Picks, American inspection		40 00		40 00
Three uppers, Am. inspection		50 00		50 00

BRICK—

Common Walling		7 50		6 00
Good Facing		9 00		8 50
Sewer	8 50	9 00	8 50	9 00

Pressed Brick, Per M :

Plain brick, f. o. b. at Milton		18 00		
" " 2nd quality		14 00		
" " 3rd "		10 00		
Hard Building		8 00		
Moulded and Ornamental, per 100	3 00	10 00		
Roof Tiles		24 00		
Diamond locking tile		16 00		
First quality, f.o.b. at Campbellville		18 00		25 00
2nd quality, f.o.b.		14 00		20 00
3rd " "		12 00		17 00
Ornamental, per 100	3 00	10 00	3 00	10 00
Tiles		24 00		26 00
Plain brick, "A" f.o.b, Toronto		18 00		25 00
" " "B"		16 00		22 00
" " "C"		13 00		18 00
Trojan or Buff		24 00		30 00
Ornamental, per 100	3 00	60 00	3 00	60 00

SAND.

Per Load of 1½ Cubic Yards		1 21		1 25

STONE.

Common Rubble, per toise, delivered		14 00		14 00
Large flat Rubble, per toise, delivered		18 00		18 00
Foundation Blocks, per c ft		50		50
Kent Freestone Quarries, Moncton, N. B., per cu. ft., f.o.b.		1 00		
River John, N. S., brown Freestone, per cu ft, f.o.b.		95		
Ballochmyle	80	90	65	75
New York Blue Stone				1 05
Granite (Stanstead) Ashlar, 6 in. to 12 in., rise 9in., per ft.			70	80
Mowat Freestone				25
Credit Valley Rubble, per toise, delivered	13 00	14 00		
Credit Valley Brown Coursing, per superficial yard	2 50	3 00		2 90
Credit Valley Brown Dimension, per cubic foot		90		90
Credit Valley Grey Coursing, per superficial yard	1 50	2 00		2 15
Credit Valley Grey Dimension, per cubic foot		75		80
Madoc Rubble, delivered, per toise	14 00	14 50	14 00	14 50
Madoc dimension floating, f. o. b. Toronto, per cubic ft.	30	32		
Ohio Freestone, No. 1 Blue Promiscuous, f.o.b.		60		
No. 1 Blue Dimension		65		
No. 1 Buff Promiscuous		80		
No. 1 Buff Dimension		85		
The above prices means freight and duty paid.				
2 in. sawed flagging per sq. ft.		11		
2½ " " "		13½		
3 " " "		16½		
4 " " "		22		
5 " " "		27½		
6 " " "		33		
Duty to be added to these prices.				
Quebec and Vermont rough granite for building purposes, per c.ft. f.o.b. quarry	33	1 50		
For ornamental work, cu. ft.	35	2 0		
Granite paving blocks, 8 in. to 12 in. x 6 in. x 4½ in., per M		50 00		
Granite curbing stone, 6 in. x 22 in., per lineal foot		70		

SLATE.

Roofing (*P square*).				
" red		13 00		16 00
" purple		9 00		8 00
" unfading green		9 50		6 00
" black		8 00		7 50
Terra Cotta Tile, per sq.		25 00		
Ornamental Black Slate Roofing		8 25		

PAINTS. (In oil, P lb.

White lead, Can., per 100 lbs.	6 25	6 50	6 00	6 25
" zinc, Can., " "	6 50	7 50	7 50	8 00
Red lead, Eng.	5½	6½		6
" venetian, per 100 lbs.	1 60	1 75	1 60	1 75
" vermillion	90	1 10	90	1 00
" Indian, Eng.	10	12	10	12
Yellow ochre	5	10	4	6
Yellow chrome	15	20	15	20
Green, chrome	7	12		12
" Paris	25	40	20	20
Black, lamp	15	20	12	15
Blue, ultramarine	15	20	2	10
Oil, linseed, raw, P *Imp. gal.*	66	68	61	65
" " boiled "	68	72	66	68
" " refined, "	78	80	75	75
Putty	2½	2½	2½	2½
Whiting, dry, per 100 lbs	75	1 00	60	75
Paris white, Eng., dry	90	1 25	9	1 0
Litharge, Am.	6½	8	6½	8
Sienna, burnt	15	20	12	15
Umber, "	8½	12	11	15

CEMENT, LIME, etc.

Cement, Portland, per bbl.	2 60	3 00		
" Thorold, "		1 50		
" Queenston, "		1 50		
" Napanee, "		1 50		
" Hull, "		1 50		
" Ontario "		1 10		
" German "			2 65	2 85
" London "			2 45	2 90
" Newcastle "			2 35	2 50
" Belgian "			2 3	2 40
" Canadian "			2 25	2 30
" Roman "			2 75	
" Parian "			4 50	4 75
" Superfine "			6 50	7 00
Keene's Coarse "Whites"			4 50	4 75
Calcined plaster, per barrel			1 50	1 70
Fire Bricks, Newcastle, per M			2 10	24 00
" Scotch "			28 00	30 00
Lime, Per Barrel, Grey		50		
" White		55		
Plaster, Calcined, N. B.		2 00		
" " N. S.		2 00		
Hair, Plasterers', per bag		80		

HARDWARE.

Cut nails, 5 d & 6 d, per keg		2 40		2 25
Steel " " "		2 50		2 35

CUT NAILS, FENCE AND CUT SPIKES.

40d, hot cut, per 10 lbs		5		5
30d, " " "		2		1
20d, 16d and 12d hot cut, per 100 lbs		15		15
10d, hot cut, per 100 lbs		20		20
8d, 9d, " " "		25		25
6d, 7d, " " "		40		40
4d to 5d, " " "		60		60
3d, " " "		1 00		1 00
2d, " " "		1 50		1 50
4d to 5d cold cut, not polished or blued, per 100 lbs		50		50
3d to 5d cold cut not polished or blued, per 100 lbs		90		90

FINE BLUED NAILS.

3d, per 100 lbs		1 50		1 50
2d, " "		2 00		2 00

CASING AND BOX, FLOORING, SHOOK AND TOBACCO BOX NAILS.

12d to 30d, per 100 lbs		50		50
10d, " "		60		60
8d and 9d, " "		75		75
6d and 7d, " "		90		90
4d to 5d, " "		1 10		1 10
3d, " "		1 50		1 50

FINISHING NAILS.

3 inch, per 100 lbs.		85		85
2½ to 2¾ " " "		1 00		1 00
2 to 2½ " " "		1 15		1 15
1¾ to 1¾ " " "		1 35		1 35
1¼ " " "		1 75		1 75
1 " " "		2 25		2 25

SLATING NAILS.

5d, per 100 lbs		85		85
4d, " "		85		85
3d, " "		1 25		1 25
2d, " "		1 75		1 75

COMMON BARREL NAILS.

1 inch, per 10 lbs.		1 50		1 50
⅞ " " "		1 75		75
¾ " " "		2 25		2 25

CLINCH NAILS

3 inch, per 10 lbs.		85		85
2½ and 2¾ " " "		1 00		1 00
2 and 2¼ " " "		1 15		1 15
1¾ and 1¾ " " "		1 35		1 35
1¼ " " "		2 00		2 00
1 " " "		2 50		2 50

SHARP AND FLAT PRESSED NAILS.

3 inch, per 100 lbs.		1 35		1 35
2½ and 2¾ " " "		1 50		1 50
2 and 2¼ " " "		1 65		1 65
1½ and 1¾ " " "		1 85		1 85
1¼ " " "		2 50		2 50
1 " " "		3 00		3 10

Structural Iron :

Steel beams, per 100 lbs.		2 75		2 50
" channels, " "		2 85		2 60
" angles, " "		2 50		2 30
" tees, " "		2 80		2 15
" plates, " "		2 55		2 35
Sheared steel bridge plate		2 25		2 35

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