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CANADIAN CONTRACT RECORD

A WEEKLY JOURNAL

PUBLIC • WORKS • TENDERS •
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EVERY

WEDNESDAY

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

VOL. 10.

JANUARY 24, 1900

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Architects, Engineers, Municipal Au-
thorities and others are reminded that the
CONTRACT RECORD is printed every
Tuesday afternoon, and that advertise-
ments should reach the office of publica-
tion not later than 2 o'clock p.m. on that
day to ensure insertion in the issue of the
current week. Advertisements are fre-
quently received too late for insertion, to
avoid which special attention is directed
to this announcement.

CONTRACTS OPEN.

OLDS, N.W.T.—A new residence will
be built by Jas. Marshall.

BALSAM, ONT.—J. R. Jones is prepar-
ing to build a new residence.

HARRISTON, ONT.—R. F. Dale will
erect a block of three stores.

DUGALD, MAN.—A. & J. Thompson
will erect a machine shop here.

BEDFORD, QUE.—Mr. Laraway is pre-
paring to build a dwelling house.

NINGA, MAN.—The farmers of this
district may erect a grain elevator.

GRENFEL, ONT.—The ratepayers have
decided to build a new school house.

PUGWASH, N.S.—The Maritime Clay
Works are about to build a large kiln.

MILVERTON, ONT.—A new residence
will be built in the spring by D. Smith.

PORTAGE LA PRAIRIE, MAN.—F. Evans
will build a large implement warehouse.

GALT, ONT.—Shurley & Dietrich, saw
manufacturers, will erect a new business
office.

SHOAL LAKE, MAN.—M. W. Thomson
will erect a two-storey stone building next
spring.

SEBRINGVILLE, ONT.—E. Kiehna has
under consideration the erection of a
dwelling.

TEMPLETON, QUE.—The trustees in-
tend building a new school house on
King's road.

WILLISCROFT, ONT.—It is the purpose
of E. H. McArthurney to erect a new house
next summer.

PRESCOTT, ONT.—There is some talk
of the Connors' Syndicate building ele-
vators at this place.

TOTTENHAM, ONT.—The Steele Furni-
ture Co. will proceed at once to build a
furniture factory at this place.

CARDSTON, N.W.T.—The trustees of
the Cardston school district are consider-
ing the erection of a new school.

LAKEHURST, ONT.—Tenders are in-
vited by H. D. Nisbett, up to February
1st, for building a cheese factory.

MARSH BRIDGE, N.B.—Tenders are
invited for the erection of a church at
Golden Grove. Plans at this place.

DUNDAS, ONT.—The Presbyterian con-
gregation have under consideration exten-
sive improvements to their church.

STANTON, ONT.—W. J. Pearson pur-
poses building an addition to his sash
and door factory and putting in new ma-
chinery.

BRANFORD, ONT.—Mrs. Allen has
purchased property on Richmond street
and intends erecting a dwelling house
thereon.

DUNNVILLE, ONT.—The by-law to
grant a bonus to F. R. Lalor to establish
a canning factory was carried on Mon-
day last.

WHIHY, ONI.—J. E. Farewell, county
clerk, invites offers up to 26th inst. for

purchase of \$11,000 of four per cent. de-
bentures.

PORT HOPE, ONT.—A party of G.T.R.
surveyors have been laying out the route
of a proposed line from this place to
Port Union.

HARRISON RIVER, B.C.—The Harri-
son Mills, Timber & Trading Co. have in-
vited tenders for the erection of a saw
mill at this place.

BRYSON, QUE.—A civil engineer has
been surveying in this vicinity for the
proposed extension of the Kingston &
Pembroke Railway to this place.

TRURO, N.S.—A deal has been com-
pleted by which the Hervey railway to
Shelburne via New Germany and Wind-
sor, thence to Brule, will be built.

NEWCASTLE, N.B.—The corporation
offers a bonus equal to 20 per cent. of the
capital invested to any person who will
establish a furniture or woollen factory

BRANDON, MAN.—The trustees of
Knox Presbyterian church have decided
to proceed with the erection of a new
edifice, of pressed brick and stone, to cost
\$25,000.

INGERSOLL, ONT.—W. R. Smith, town
clerk, invites tenders up to Thursday,
February 1st, for the purchase of \$4,000
twenty year permanent improvement de-
bentures.

SHERBROOKE, QUE.—The Scotttown
Mills Co. are applying for incorporation,
to conduct a saw mill and general lumber-
ing business. H. R. Fraser, of this town,
is interested.

WOODLANDS, MAN.—Tenders are in-
vited by E. P. Langrell, clerk of bridge
committee, up to Saturday, 27th inst., for
construction of pile bridge over the arm
of Long Lake.

ALTON, ONT.—Wm. Algie will shortly
commence the construction of a stone ad-
dition to his knitting factory, and equip
same with machinery for the manufacture
of fine underwear.

WOODSTOCK, ONT.—A special com-
mittee of the town council have refused
to grant a franchise for 50 years to the
Woodstock, Thames Valley & Ingersoll
Electric Railway Co.

DEPOT HARBOR, ONT.—The Canada
Atlantic Railway Co. have decided to
erect a second elevator at this place, to
have a capacity of 1,500,000 bushels and
to cost about \$250,000.

ARMOW, ONT.—R. B. Campbell, clerk
of Kincardine township, wants tenders by
February 7th for supply of a quantity of
rock elm, hemlock, tamarac and cedar
planks and round timber.

GREENWOOD, B.C.—The Hunter Ken-
drick Company have purchased property
and intend building an addition to their
block in the spring.—P. Burns & Co.
purpose building a meat market.

KINCARDINE, ONT.—James E. Harri-
son wants tenders by February 10th for
erection of brick house on lot 28, con-

cession 11.—Tenders are invited up to February 1st for bricking the Presbyterian church at Pine River. Plans at residence of John Watson, lot 38, concession 5.

FORT WILLIAM, ONT.—Additional hose is required by the fire brigade.—T. Kenrick & Co. will remodel the building recently vacated by the Journal Printing Co.

ST. CATHARINES, ONT.—The city council have granted right of way for the proposed electric railway to Port Dalhousie.—The city will ask authority from the Ontario Legislature to raise \$100,000 for street improvement.

PARRY SOUND, ONT.—The question of erecting a six room school building will be considered at an early meeting of the School Board.—Thos. McGown, jr., A. J. Guire and Mr. Lipscombe each propose building new residences.

STRATHFORD, ONT.—No. 2 Committee has recommended to council that tenders be asked for tile, lumber and cement for the year; also that the construction of sewers, granolithic walks and macadam roads be proceeded with.

GUELPH, ONT.—J. White & Son, of London, have made a proposition to the corporation to remove their bolt works to this city. They agree to erect a new building and employ 64 workmen in return for a bonus of \$15,000.

AMHERSTBURG, ONT.—A petition is being circulated to extend the Gore street sewer to Murray street.—The county council have passed a by-law to raise \$16,000 by the issue of debentures for the establishment of a House of Refuge. It has been decided to erect the building on the Wilson farm near Leamington.

MUSQUASH, N.B.—The Musquash & Bonny River Telephone Co. has been organized, for the purpose of building a telephone line from the city of St. John to the offices of the Bonny River Lumber Co. at Bonny River and Musquash. J. Knight and A. T. Dunn, of this place, are interested, A. P. Barnhill being solicitor for the company.

SMITH'S FALLS, ONT.—The Beckett sash and door factory has again changed hands, Capt. Foster being the purchaser. The buildings will be overhauled.—Willis Chipman, C.E., of Toronto, will immediately prepare plans for several sections of the water works and sewerage system. It is expected that plans for sections 2, 3 and 4 will be completed early in February.

ROSSLAND, B. C.—A site has been selected for the new post office building to be erected by the Dominion government.—The owners of the Velvet mine purpose constructing a railway from this place to the mine. It has not yet been decided whether the motive power will be steam or electricity, a director of the British Electric Co. now being on his way from England to determine this point.

ST. JOHN, N.B.—J. C. Dumaresq, architect, of Halifax, has been commissioned to inspect the building on Prince William St. known as Chubb's corner, and report upon the changes required to convert it into a branch for the Merchants Bank of Halifax.—In view of the demand made by the Underwriters' Association, the council are now considering improvements to the water works system. It is believed that the necessary improvements and extensions will cost \$200,000.

VICTORIA, B. C.—Tupper, Peters & Potts, a local legal firm representing a responsible syndicate, have made a new proposition to the city council in regard to the proposed extension of the Victoria & Sydney Railway and the ferry connection with the main land. The by-law now before the council provides that the city shall take stock to the extent of \$500,000, the company agreeing to raise

a sufficient amount, estimated at \$2,000,000, to carry out the undertaking.

BARRIE, ONT.—The Barrie Tanning Co. have asked the corporation to guarantee their debentures to the extent of \$30,000 to assist them in remodelling their present plant or rebuilding on an entirely new plan. The Board of Trade has endorsed the proposition.—The Underwriters Association have pointed out to the council the need of an electric fire alarm system and of waterworks extension.—It is probable that the electric light system, controlled by the corporation, will be extended to Allandale.

VANCOUVER, B. C.—Tenders for clearing the route of the Vancouver and Lulu Island railway from Fairview to the north arm of Fraser river will be received by H. Abbot, director, up to 29th inst.—G. W. Grant, architect, has invited tenders for the erection of a three storey brick and stone warehouse on Pender street for McLennan, McFeely & Co. Same architect has invited tenders for erection of a frame building, containing stores and dwellings, for G. D. Mackay.—A large new three-storey brick hotel is to be erected on the present site of the Bodega, to have a frontage of about 75 feet.

HALIFAX, N. S.—The county council has recommended that the provincial government provide a stone crusher for the municipalities unable to use the present road machine.—Hon. Isadore LeBlanc, of Arichat, was in the city last week on business in connection with the Canso & Louisburg Railway Co., which proposes constructing a railway from the Straits of Canso to Louisburg, a distance of 95 miles. A meeting of the share-holders will be held in Boston on January 25th.—The Nova Scotia Telephone Co. are considering the advisability of extending their long distance service to Sydney, C. B. It is understood that the expenditure incident to this extension will be about \$50,000.

TORONTO JUNCTION, ONT.—The council is considering the enlargement of the electric light plant.—The chairman of the Waterworks Committee, in his introductory address read at council meeting last week, recommended the brick paving of Dundas street from Bloor to Humberside, the extension of the water mains to St. Clair school house, and the extension of the sewerage system to King, Queen and Albany road.—Arrangements have been made by which Alex. Roy, mining engineer, of Toronto, will establish a foundry and machine shop here for the manufacture of mining machinery. The building will be erected on Pelham avenue, and will be 100 x 50 feet, costing about \$10,000.

KINGSTON, ONT.—The governors of the general hospital have decided to remodel the Nickle wing, plans for which will be prepared by Power & Son, architects, of this city.—James Thompson's bottling works on Princess st. were completely wrecked last week by an explosion of carbonic acid gas.—The governors of the School of Agriculture, in this city, are taking steps to establish a cold storage warehouse in connection with the institution. The plant will cost \$25,000.—The directors of the School of Mining will ask the Ontario Government for a grant towards the erection of a new laboratory, to cost about \$10,000.

WINNIPEG, MAN.—The Stuart-Arbuthnot Machinery Co. will erect a new warehouse adjoining their present premises on Main St.—C. H. Wheeler architect, has prepared plans for a stone block to be built on Main St. for the Great West Insurance Co., to be of Cleveland stone, 32x120 feet. Work on the foundation will be commenced in the early spring.—It is expected that the plans for the new hotel and station to be built by the C.P.R. will be decided upon this week.—At a meeting of the Y.M.C.A. Building Com-

mittee held last week, the architect, G. Browne, presented two floor plans, a front elevation and a sectional view of the proposed building. The plans were approved and the architect instructed to proceed at once to prepare full details and specifications. These will likely be ready in about three weeks.

HAMILTON, ONT.—On account of the road improvements to be carried out this year, it is probable that another road roller will be purchased.—The House of Refuge Committee have found that improvements are required at the House of Refuge, including storm windows, electric wiring, repairs to roof, fire extinguishers and heating apparatus for the building for incurables.—The city engineer has recommended that specifications be prepared for new centrifugal pumps, rendered necessary by the addition to the sewage at Wentworth st.—Mayor Teetzel has pointed out to council the need of the immediate extension of the water works system. Chairman Nelligan, of the Sewers Committee, has instructed the city engineer to prepare a list of sewers required on streets where permanent pavements are to be laid. He has also pointed out that it will be necessary to consider a scheme for the disposal of sewage in the west end of the city.

MONTREAL, QUE.—A. J. Corriveau has submitted to the Chamber of Commerce a scheme for the construction of a canal from Longueuil to St. Therese, a distance of eighteen miles, and the enlargement of the Chambly canal from St. Therese Bay to St. Johns, a distance of four miles.—The Grand Trunk Railway Co. have purchased property near the Bonaventure station for freight purposes. New buildings will be erected thereon.—It is understood that the Montreal Street Railway Co. are negotiating with the Chamblé Manufacturing Co. for the supply of power for the operation of their street car system. Should the deal be completed, the capacity of the Chamblé plant will be increased.—The Board of Managers of the Montreal Maternity Hospital have received a donation of \$15,000, to be used in the erection of a new building.—The city clerk will receive tenders until the 24th inst. for the supply of 150 ton of unbroken stone, for the construction of asphalt mastic and composition sidewalks required during the year, and for the supply of flag stone, curbstone and artificial paving blocks for sidewalks and crossings, also until February 15th for the supply of material required by the Road Committee including vitrified clay pipe and inverted cement, lumber, brick, iron castings, etc.

OTTAWA, ONT.—A conference will be held this week between the city and county authorities to decide upon proposed alterations to the Court House.—N. J. Keenan, assistant city engineer, states that plans and specifications for the Glebe drainage system are now under way.—A plan is under consideration for the enlargement of the Glebe Presbyterian Church.—A party of engineers, working under the direction of Henry F. McLeod, M.I.C.E. has recently completed the soundings of Lake Deschenes, to determine the route of the Ottawa and Georgian Bay canal.—A change is proposed in the route of sections one and two of the sewerage system and O'Leary & Robillard have submitted an offer to cross the Rideau River at Somerset St. and pass through Janelle and Gloucester to the outlet at Job Street, New Edinburgh. The engineer estimates that the extra cost will be about \$20,000.—A motion has been passed by council to appoint a committee to investigate the civic lighting plant question.—L. K. Jones, secretary Department of Railways and Canals, wants tenders by Monday, February 5th, for construction of two non-condensing marine engines and a Clyde boiler. Plans at above department and at the superintending engineer

office, Cornwall.—The Minister of Public Works states that he will recommend the plan in the Dominion estimates of a large sum to improve the French river from its mouth to Lake Nipissing, a distance of 50 miles. The building of three dams and three locks will be required.

TORONTO, ONT.—Symons & Rae, architects, 35 Adelaide st. East, want tenders by 5 p.m. Thursday, 25th inst., for the erection of a hospital at Upper Canada College, including carpenter, plastering, painting, plumbing, heating and concrete work.—At the annual meeting of the Bloor Street Baptist church held last week, it was stated that it was proposed to enlarge the present auditorium so as to provide increased seating capacity for 300 persons. At a meeting of the Board of Management of the Working Boys' Home held last week, it was decided to begin the new building in the spring if the present premises on Frederick St. can be disposed of.—The authorities of the G. T. and C. P. Railway Companies are considering plans for increasing the baggage and express facilities at this place.—The county offices in the new municipal building will be furnished immediately.—Ald. Burns, Chairman of the Property Committee, points out that questions to be considered this year will include the extension of the cattle market and improvements and extensions to fire halls and police stations.—The Heinze Pickle Co., of Pittsburg, Pa., have decided to erect a factory in this city, and have been in communication with the Assessment Commissioner regarding a site.—W. Mortimer Clark gives notice of application to parliament for the incorporation of a company to build a railway from this city to Coltonwood.—Building permits have been granted as follows: W. Willis, two-storey brick dwelling, south side Bismark ave., cost \$1,400 (M. Wilmott, architect); T. J. Applegath, alterations to store front, wood and glass, 145 Yonge street, cost \$850 (F. H. Herbert, architect, R. G. Kirby, builder); Arthur Mitchell, two-storey wood and rough-cast dwelling, Wright avenue, near Sorauren, cost \$900; Arthur Harvey, two two-storey wood and rough-cast dwellings, Wright avenue, cost \$1,000 each; Robert Simpson Co., six-storey brick, stone and steel addition to store, 164 Yonge street, cost \$40,000 (Burke & Horwood, architects, E. Witchall & Co., builders).

FIRES.

J. W. Beck & Co.'s wholesale warehouse at Winnipeg, Man.; loss \$20,000, covered by insurance.—Furniture factory of R. S. Porteous at Stratford, Ont.; loss \$5,000, insurance \$3,000.—Office of the Pictou Advocate at Pictou, N.S.; plant valued at \$6,000.—A report from Skagway states that a large part of the business portion of Dawson has been destroyed by fire, the loss exceeding \$500,000.

CONTRACTS AWARDED.

PORT COLBORNE, ONT.—Residence for Philip Grobb. Reichman & Anthes, contractors.

MULGRAVE, N.S.—Simmons & Burpee, of St. Marys, have been awarded the contract for building a wharf at this place; price about \$25,000.

ST JOHN, N.B.—The Lordly Manufacturing Co. have been awarded the contract for furniture for the new Indian-town school.—Alterations to Merchants' Bank: Masonry work, John Flood; carpenter work, Edward Bates.

BROUICHE, N.B.—James Barnes, M.P.P., of this place, has secured the contract for erecting a telephone line between Fredrickton and Chatham, for the New Brunswick Telephone Co. He will supply the necessary poles, cross-arms, etc.

STEEL AND CEMENT FACING FOR A PROTECTION PIER.

The pivot pier of the draw span for the Davenport, Rock Island & Northwestern Railway at the Davenport crossing of the Mississippi River, is exposed to floods and very heavy ice flow, and is protected by an upstream fender pier. This is a continuous timber crib 26 feet wide, 250 feet long and 28 feet high, built in water 7 feet deep at its low stage. The crib is strengthened by four interior longitudinal walls and by transverse walls 8 feet apart. At the upstream end the sides converge to form a nose with an angle, measured in plan, of 90 degrees at the point and 45 degrees at each shoulder. The cutting edge is battered 6 inches to the foot.

A facing of heavy steel plates was proposed to protect the inclined surfaces of the nose, but as this involved a plank sheathing and it was difficult to secure the plates, it was determined to use old rails instead. These were procured, practically from scrap, in 28-foot lengths, and of a section which had originally weighed 56 pounds per yard. They were spaced 5 inches apart centers, and spiked on each side in the ordinary way to each horizontal course of the crib. In addition they were secured by drift bolts through holes drilled in both sides of the base so as to afford additional resistance to overturning, and for the same reason several of the rails on each side of the nose and at the shoulder were bolted together through their webs.

The space between the rails was filled with one-to-one mortar of Portland cement, well tamped. This work was done as low down on the crib as possible, in a season of low water. The weather at the time was cold and the materials for the mortar were heated and applied only during the middle of the warmest days. The work was subjected to an unusually heavy flow of thick ice during the first winter and in the following spring showed no signs of wear or deterioration. The work was executed by the employees of the railroad company under the supervision of Mr. C. F. Loweth, chief engineer.—Engineering Record.

BUSINESS NOTES.

Caron & Racicot, plumbers, Montreal, have dissolved partnership.

Chatillon & Page, plumbers, Montreal, have registered partnership.

The dissolution is announced of Gamelin & Huot, architects, Montreal.

Andrew Clanahan, builder, of Glencoe, Ont., is reported to have assigned to C. B. Armstrong.

A meeting of the creditors of J. A. Frappier, architect, Montreal, was held on Monday last.

Cossette & Frere, builders, Valleyfield, Que., have dissolved partnership, O. Cossette continuing.

Labelle & Deschamps, plumbers, Montreal, are said to be offering to compromise with their creditors.

Alex. Desmarteau has been appointed curator of the estate of C. Narbonne, contractor, Longueuil, Que.

PRIZE FOR BRIDGE DESIGN.

The government of New South Wales, Australia, is offering a prize of £1,000 for the best competitive design submitted before August 1st, 1900, for a bridge to be built across Sydney harbor. The estimated cost of the bridge is £500,000.

The great difficulty hitherto experienced with cast or wrought iron objects coated with enamel is the unequal expansion and contraction of the two substances, this causing a splintering of the enamel, but M. Sagliot lately brought before the French Societe d'Encouragement pour l'Industrie Nationale the results of his experiments in this connection, that have enabled him to constitute a whole series of enamels having various degrees of expansion. It appears that enamels containing cryolite, flourspar, and a little rutile, or native titanitic acid, possess very high degrees of dilation, and that cast or wrought iron, coated with calcareous enamels containing no lead, which are not at all injurious, may be formed by using boric acid.

The paper by Mr. Bernard Drake on "Some Practical Hints on the Production and Use of Electricity for Lighting Country Houses," mentions many points often neglected in the management of the electric lighting of a house which, when attended to lead to greater economy and a more restful illumination. For example, when lamps are placed against walls, it is better to shade them only in front, and so obtain the full advantage of the reflection of the wall. An eight-candle power lamp under these circumstances produces a better illumination than a sixteen power lamp shaded all round. Mr. Drake showed a very striking experiment, proving conclusively that a frosted glow-lamp produced a better illumination than a clear lamp of the same candle power as measured by a photometer. Each of the lamps was placed in a box open at the top and covered with dark green cloth inside.—The Builder.

A very important point has been elucidated by Dr. Heimich, who conducted in Germany the following experiments: He took equally large pieces of oak, poplar, and pinewood and of iron and cement plates, and covered each piece with oil paint, size paint, lime paint, or enamel paint, as well as with a few proprietary compositions. After the paint had dried perfectly, the plates were coated with cultures of various disease inciting bacteria. In this condition the plates were laid in an incubator, in which an ordinary room temperature was maintained. From time to time a little was scraped off from the surface of the plates in order to examine them as to the amount of live bacteria present. The result was that upon oil paint coatings the bacteria were found to die off quicker than on articles coated with other pigments. On enamel paint the bacteria die more slowly, and still slower on lime and size paint. This heterogeneous behavior is probably not due to the chemical properties of the paints, but to the different physical qualities, especially to the fact that the liquids containing bacteria dry more slowly or quickly upon the various paints. Professor Loeffler attaches considerable practical importance to the result, and recommends the use of only oil paint in hospitals, schools, barracks, and other buildings.

ZINC COATING ON IRON.

The Zeitschrift fur Elektrotechnik says on this subject that a coating of zinc on iron acts quite different (a fact not generally known) than when the iron is plated with other metals, such as nickel, silver, or copper. Unlike these other metals, zinc protects the iron electrically by virtue of the fact that in the presence of moisture a galvanic couple will be formed between the zinc and any exposed parts of the iron, which will cause hydrogen to be formed on the exposed iron, and this tends not only to keep rust from forming but will also reduce any rust which may have been formed. To successfully plate iron with zinc is therefore much more important than to nickel plate it, but much more difficult. The Zeitschrift gives the following recipe for the process: The bath should have a specific gravity of 1.135, or contain about ½ lb. of zinc sulphate per quart of water. Its current density should be about 0.1 to 0.2 amperes per square inch, and the solution should be kept stirred. The articles must be very carefully cleaned before plating, and the bath should be replenished with a mixture of zinc dust with about twice its weight of powdered coke suspended in a bag.

Firemen like Sir E. M. Shaw, who have had great experience with building material, generally express confidence in the endurance of sound timber amidst flames. The British Fire Prevention Committee's latest publication contains an account of an experiment of a solid timber floor in March of last year. The floor measured 10 feet by 10 feet, and consisted of 9 inch by 12-inch fir beams laid flat on the walls and bedded in fire clay. The pieces had been used as strong struts, but the holes in them for bolts and mortising were filled with grouting. On the floor a load of bricks weighing a little over a ton was placed. The test lasted from 3.20 p.m. to 4.35 p.m., and the highest temperature was 19.55° Fahr. On examination it was found that the fire had penetrated from 1½ to 2½ inches, while the remainder of the beams were in as good condition when removed as when first operated on. The fire clay in the joints and holes prevented the fire from going through and, there, as in the bedding, remained perfectly soft. The boarding on the top of the beams was not scorched or damaged. The experiment is important from its confirmation of the opinion of experts. It was conducted by Messrs. F. R. Farrow, C. E. Goad and Ellis Marsland.

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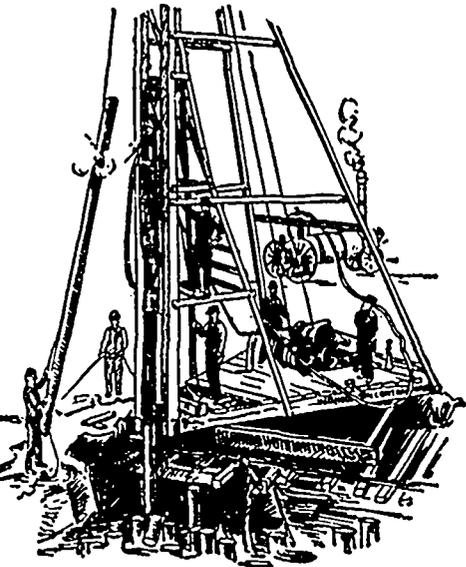
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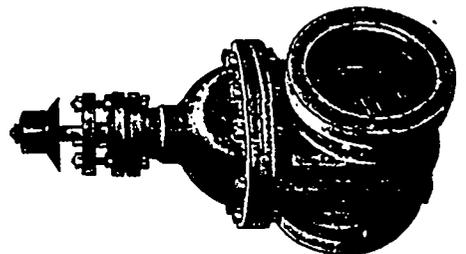


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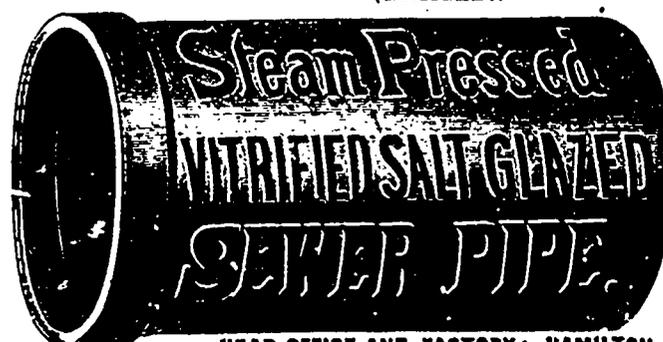
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THE GOOD ROADS MOVEMENT.

The standing committee of the Provincial Municipal Good Roads Association met in the office of the clerk of York County, at Toronto, on Jan. 12th. Present—Chas. E. Lundy, chairman, Newmarket; J. F. Beam, vice-chairman, Black Creek; J. A. Ramsden, secretary, Toronto; M. Richardson, Flesherton; D. H. Moyer, Camden; W. H. Pugsley, Richmond Hill; M. Buchanan, Ingersoll.

It was decided to have published not less than 5,000 copies (in bulletin form) of the proceedings of the recent good roads convention, for the distribution by county councilmen, and copies to be sent to each member of the legislature.

It was agreed that the resolutions of the convention for presentation to the Ontario Government should take the form of a petition, and a draft petition was agreed upon.

After some time spent in deliberation on this and other matters, it was arranged, through Provincial Road Instructor A. W. Campbell, to have an informal conference at 3 p.m. with Hon. Mr. Ross, and show him the draft petition, which it is proposed to present formally to the Government at a later date, about the time of the meeting of parliament. The conference with the Premier was a very satisfactory one, and the views presented are now "under serious advisement."

The Premier asked for more time to read up more fully Massachusetts, New Jersey, and other state aid road laws, and stated his desire to have another conference with the members of the committee early in February, before the next meeting of the legislature. Mr. Ross said as there had not been any previous organized action of the people asking for provincial aid for good roads, the Government could not be expected to take up the question in advance of public opinion.

LEGAL DECISIONS AFFECTING MUNICIPALITIES.

TOWNSHIP OF CHINGUACOUSY v. McLELLAN.—Judgment on appeal by defendant from judgment of Rose, J., granting an injunction and mandamus. In 1883 the plaintiffs, pursuant to an agreement between them and defendant, filled in two old culverts, and constructed a new one across the highway in front of defendant's lands, and dug a ditch or water course across his lands to the river. The defendant objected to the ditch being dug without paying him a compensation, and had partly filled it in when this action was commenced. Appeal dismissed with costs.

VILLAGE OF HINTONBURG v. OTTAWA ELECTRIC RAILWAY CO.—Judgment on

appeal by plaintiffs from judgment of MacMahon, J., who tried the action without a jury at Ottawa, dismissing it with costs. Action to recover \$723.22 which the plaintiffs were obliged to pay to the George Mathews Company, pork packers, for injury to the property of that company by reason of the raising of the grade of a street in the village, and for costs of an award made against the plaintiffs, and for their own costs made by plaintiffs of the arbitration between them and the George Mathews Company, which sum they sought to recover by reason of an agreement of indemnity entered into by defendants with plaintiffs. The trial judge held that it was not by reason of the exercise by defendants of any of its powers, or by improper conduct of defendants, that the injury was caused to the lands of the George Mathews Company. Held, that the company were exercising powers under the Street Railway Act, and not as agent, and must indemnify the corporation. Appeal allowed with costs.

COUNTY OF YORK v. ROLLS.—Judgment on appeal by plaintiffs from the judgment of MacMahon, J., dismissing action with costs. Action to restrain defendants from further proceeding with the filling in or obstructing of the course of the River Don, where it runs along-side or crosses Yonge street, on lot 10 in the first conces-

sion west of Yonge street, in the township of York. The plaintiffs allege that the filling in injures their bridge over the river at York Mills. It was contended that no right of action existed against defendants as sued in their capacity as executors of will of the late Charles Rolls, and that defendant, Charles Rolls, as tenant for life of the land in question, had a right to reclaim and restore the river to its original channel, as existing before the occurrence of a flood in the year 1878. Held, that on the facts and the law the judgment below was right. Appeal dismissed with costs. C. C. Robinson for plaintiffs. Ludwig for defendant Hunter. William Cook for defendant Rolls.

The Peterborough town council has had printed for distribution posters in which it is proclaimed that the council enacts as follows: On and after the first day of July, 1901, no person shall on any street in the town of Peterborough use for the conveyance of articles of burden, goods, wares and merchandise, any vehicle the tire or wheels of which are less than four inches in width and the weight of which vehicle with its load exceeds 2,000 pounds, or any vehicle the tire or wheels of which are less than 3 inches in width and the weight of which vehicle with its load exceeds 1,000 pounds.



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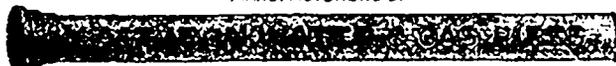
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Roman ".....			2 20 2 25
Parisian ".....	5 25	5 25	5 75 5 75
Keene's Superfine "Whites".....	11 00	12 00	0 60 1 00
Keene's Coarse "Whites".....	8 00	8 50	8 50 9 00
"Karlstadt" (German).....	3 05	3 25	2 75 2 90
"Germania" (German).....	3 05	3 25	2 75 2 90
"Rooster" (Belgian).....			2 45 2 20
"Keystone" (Belgian).....			2 05 2 20
"Anvil" (Belgian).....			1 95 2 05
"Burham" (English).....	2 95	3 00	2 25 2 45
Hydraulic Cements—			
Thorold, per bbl.....	1 50		1 65
Queenston, ".....	1 50	1 50	1 60
Napanee, ".....	1 50		1 50
Hull, ".....	1 50		1 50
Ontario, ".....			1 25

	Toronto.	Montreal
Fire Bricks, Newcastle, per M	30 00	35 00 16 00 21 00
" " Scotch	30 00	35 00 19 00 21 00
Lime, 100 lbs., Grey.....		25
" " White.....		30
Plaster, Calcined, N. B.....		2 00 1 50
" " N. S.....		2 00 1 50
Hair, Plasterers', per bag....	80	1 00 0 00

HARDWARE.

The following are the quotations to builders for nail at Toronto and Montreal:

Cut nails, 50d & 60d, per keg	2 65	2 65
Steel " " " "	2 75	2 75

CUT NAILS, FENCE AND CUT SPIKES.

40d, hot cut, per 100 lbs....	2 65	2 65
10 to 12d, hot cut.....	2 75	2 75
8d, 9d, " ".....	2 80	2 80
6d, 7d, " ".....	2 95	2 95
4d to 5d, " ".....	3 05	3 05
3d, " ".....	3 30	3 30
2d, " ".....	3 65	3 65

Cut spikes, 10 cents per keg advance.
Steel Nails, 10c. per keg extra.
Wire nails, 3-40 base price.

Iron Pipe:

Iron pipe, 1/2 inch, per foot.....	6c.	6c
" " 3/4 " " ".....	7	7
" " 1 " " ".....	8 1/2	8 1/2
" " 1 1/4 " " ".....	12	12
" " 1 1/2 " " ".....	17	17
" " 2 " " ".....	24	24
" " 2 1/2 " " ".....	30	30
" " 3 " " ".....	43	43

Lead Pipe:

Lead pipe, per lb.....	7c.	25 per cent. dis.
Waste pipe, per lb.....	7 1/2	

Galvanized Iron:

Adam's—Mar's Best and Queen's Head and Opello:

16 to 24 gauge, per lb.....	4 1/2 c.	4 1/2 c.
26 gauge, ".....	4 1/2	4 1/2
28 ".....	5	5 1/2
30 ".....	5 1/2	4 1/2

Gordon Crown—

16 to 24 gauge, per lb.....	4 1/2	4 1/2
26 gauge, ".....	4 1/2	4 1/2
28 ".....	4 1/2	4 1/2
30 ".....	4 1/2	4 1/2

Note.—Cheaper grades about 1/2 c. per lb. less.

Structural Iron:

Steel Beams, per 100 lbs.....	2 75	2 10
" channels, ".....	2 85	2 21
" angles, ".....	2 50	2 60
" tees, ".....	2 80	2 60
" plates, ".....	2 55	2 05
Sheared steel bridge plate....		2 30