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CANADIAN CONTRACT RECORD

A WEEKLY JOURNAL OF CONTRACTS

PUBLIC WORKS • TENDERS • ADVANCE INFORMATION • AND MUNICIPAL PROGRESS

EVERY THURSDAY

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

VOL. 6.

JUNE 20, 1895

No. 20.

THE CANADIAN CONTRACT RECORD, PUBLISHED EVERY THURSDAY

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

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

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Advertising Rates on application.

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TENDERS WANTED

The Town of Perth will receive tenders for a System of Waterworks

on the franchise plan, with the option of the Town of purchasing after a term of years. Parties tendering to submit plans for the approval of the Town on or before the

20th Day of July, 1895.

A good plan of the Town can be seen at the office of the Town Clerk and all necessary information obtained from

JNO. A. KERR,
Town Clerk.



Notice to Contractors WATER METERS

Tenders will be received by registered post, addressed to the City Engineer, Toronto, up to 11 o'clock a.m. on SATURDAY, JUNE 29, 1895, for the supply and delivery to the Water Works Test House, Soho street, of the following

WATER METERS

of the Siemens and Adamson pattern:

5 3/4-inch; 10 1-inch; 10 2-inch; 15 3-inch; 15 4-inch; 16 5-inch; 2 6-inch; 2 8-inch; 1 10-inch

Specifications may be seen and forms of tender obtained on and after Monday, June 17, 1895, at the office of the City Engineer, Toronto.

A deposit in the form of a marked cheque, payable to the order of the City Treasurer, for the sum of 2 1/2 per cent. on the value of the work tendered for must accompany each and every tender, otherwise it will not be entertained.

The tenders must bear the bona fide signatures of the contractor and his sureties, or they will be ruled out as informal.

DANIEL LAMB,
Chairman Committee on Works.

Committee Room, Toronto, June 12th, 1895.

THE TOWN OF WINGHAM

will receive offers for the purchase of \$5,000 Consolidated Debentures up till the 6th day of July next. Copy of by-law and other information will be forwarded on application. Address

J. B. FERGUSON, Clerk,
Drawer 252, Wingham, Ont.

TO CONTRACTORS

Sealed tenders will be received until JUNE 26th, by JAMES SHARPE, Secretary of School Board, Burk's Falls, for the erection of a

Four-Roomed Brick Veneer School Building in that Village. Plans and specifications and all information may be obtained at the office of the Secretary and of the Architect,

J. FRANCIS BROWN,
Board of Trade Building, Toronto.

The lowest or any tender may not necessarily be accepted.

CONTRACT OF DREDGING

in the Townships of Raleigh and Tilbury East, in the County of Kent, Ont.

Estimated Cost, \$48,428.

Competition is invited for the work of repairing and improving the RALEIGH PLAINS DRAIN, according to the plans and specifications of W. G. McGeorge, Civil Engineer.

Competition will be by open bidding on the ground at the 6 and 7 Side Road, in the Township of Raleigh, beginning at the hour of Two o'clock in the afternoon on MONDAY, THE 2ND DAY OF JULY, 1895.

Conditions will be given at the same time and place, or these and the specifications may be obtained on application to the Clerk of the Municipality of Raleigh at Fletcher P. O., Ont., on or after the 24th day of June, 1895.

The Commissioners will not be bound to accept any offer or to let the work to any bidder.

R. J. MORRISON, } Commissioners.
N. H. SHEPLEY, }

J. G. STEWART, Clerk.

Clerk's Office, Raleigh, Fletcher P. O. }
27th May, 1895.

TENDERS FOR PUBLIC SCHOOL WORK IN TORONTO.

A MEETING of the Toronto Public School Board is announced to take place this (Thursday) evening, at which it is expected the Board will authorize the issue of advertisements inviting tenders for the usual midsummer repairs and also for the enlargement of two schools. One of the schools is situated on Morse street, and will be enlarged by the addition of a mansard storey. The other is the Queen Victoria school on Close avenue, Parkdale, the addition to which will be another story in brick. It is supposed that tenders will be invited within the next couple of days, and owing to the necessity of completing the repairs to the schools during the summer holidays, tenders will probably close about the end of next week. Contractors may obtain any further information at the office of Mr. C. H. Bishop, Superintendent of School Buildings, 188 York street, on and after Monday next, the 24th inst.

CONTRACTS OPEN.

WINDSOR, ONT.—The electric light plant is to be enlarged.

CONSECON, ONT.—Adam Burr is preparing to build a new house.

KEMPTVILLE, ONT.—Roger Percival is about to erect a new residence.

CHATHAM, N. B.—Work has commenced on the new pulp mill here.

YARMOUTH, N. S.—The Council have decided to purchase several thousand dollars worth of water pipes.

HARTLAND, N. B.—The Town Council have negotiated a loan for the construction of a system of waterworks.

LONGUEUIL, QUE.—The intake pipe will be lengthened to 1,000 feet this summer, and a trunk sewer will also be built.

BELLEVILLE, ONT.—G. M. Miller, architect, Toronto, has prepared plans for improvements to Mr. Yeoman's house on Bridge street.

PRINCE ALBERT, N. W. T.—It is probable that the Hudson Bay Company will rebuild on the site of the old mill recently burned.

WOODSTOCK, N. B.—The Sewer Committee is consulting with engineers as to the plans and specifications of the proposed sewer system.

ST. LAMBERT, QUE.—The School Commissioners of St. Lambert have bought the Grand Trunk property as a site for a new school.

DANVILLE, QUE.—The owners of the Jeffrey mine are seeking a franchise to run electric cars through the streets from the mine to the depot.

HUNTSVILLE, ONT.—A vote of the ratepayers will be taken on a by-law to raise the sum of \$7,500 to establish a woolen mill and tannery.

ST. LAMBERT, QUE.—It is the intention of the Council to shortly submit a by-law to the ratepayers to raise funds for constructing a drainage system.

WESTPORT, ONT.—James Gorrell will erect a double tenement house here next fall. A. M. Craig is about to commence the erection of a shop and dwelling.

COMBERMERE, ONT.—The municipality of South Kentfrew has granted \$1,000 towards constructing a swing bridge across the Madawaska river at this place.

ST. GEORGE, N. B.—T. O'Brien proposes to erect a three-storey building.—There is talk of the erection of a pulp mill here, although no definite action has as yet been taken.

BROCKVILLE, ONT.—Tenders are being received for the erection of a building for Albert College.—Liston & Liston, architects, are asking for tenders for a new store front for G. E. Shields.

COLLINGWOOD, ONT.—Plans for a brick gymnasium in connection with the Collegiate Institute are being prepared by Fred. T. Hodgson, architect. Building to be 75 x 30 feet, one story high.

WINDSOR MILLS, QUE.—Work on the new dam, pulp mill and electric light plant for the Canada Paper Company is to be proceeded with at once, and \$150,000 will be spent on the enterprise this summer.

HUNTINGDON, QUE.—The Village Council has passed a by-law providing for a complete system of waterworks, sewerage and electric lights. It will be submitted to the ratepayers at an early date.

PERTH, ONT.—The Town invites tenders for a system of waterworks, to be submitted not later than 20th of July next, accompanied with plans of the system to be constructed. Address John A. Kerr, Town Clerk.

HAVELOCK, ONT.—Raney & Innes, civil engineers of Peterboro, have prepared plans for a new drainage system for the village. The main drain is 3,300 feet long, and if the work is carried out will cost about \$3,500.

HULL, QUE.—It is probable that the construction of an electric railway between this city and Aylmer will be commenced within the next month. The promoter is T. Viau, who states that work will be commenced at Hull and Aylmer at the same time.

GANANOQUE, ONT.—The High School building is likely to be proceeded with at once, as the site has just been selected. The International hotel is also a probability.—Mr. Bennett has not yet decided what steps to take regarding the erection of a residence.

NANAIMO, B. C.—It is reported that the lowest tender for the erection of the new Government building is 15 per cent. in advance of the appropriation and before a contract can be awarded the matter will have to be considered by the Lieutenant-Governor-in-Council.

SAULT STE. MARIE, ONT.—The Sault Ste. Marie and James Bay Railway Company, which is applying for incorporation, proposes to construct a line of railway from Sault Ste. Marie to Moose Factory. The solicitors of the company are Hearst & McKay, of this town.

PETERBORO, ONT.—Two by-laws were voted on by the ratepayers on Monday last, one to provide \$6,500 for a four-room addition to the south ward school, the other to provide \$3,000 for a steel bridge over the Otonabee at Auburn. The former was carried and the latter defeated.

OTTAWA, ONT.—The City Council has given notice of its intention to construct an artificial stone sidewalk on Wellington street, at a cost of \$1,890.—Thos. Roy, of the engineering staff of the Gatineau Valley Railway Company, has recently returned from Bitabee Lake, to which place the surveys for the railway have been completed.

PORTAGE LA PRAIRIE, MAN.—The Hudson Bay Company are making preparations to erect a brick block here.—The Town Council have decided on a scheme to turn the water of the Assiniboine into the Slough, which is close to the town, thus making a three mile course, 800 yards wide. A new bridge to cost \$30,000 is embraced in the undertaking.

ST. JOHN, N. B.—The contract for the construction of the St. Stephen and Milltown railway has not yet been let.—Col. Greene having failed to secure the necessary funds to build the Shore Line railroad, Gen. S. D. Leavitt is reported to have said that the directors would now take active steps to build the road, and that the county would be called upon to make a subscription of \$5,000.

QUEBEC, QUE.—The plans of the proposed bridge across the Ottawa river connecting Grenville and Hawkesbury, have been on view at the office of the Great Northern Railway in this city. Two

plans have been prepared, one for a wooden and the other for an iron bridge. The combined length of the approaches to the latter is about 1,500 feet, and the bridge itself 1,677 feet.

CORNWALL, ONT.—A deputation from this vicinity waited on the Ontario Government recently soliciting aid towards the River aux Raisins scheme, which has for its object the removal of a number of rock obstructions in the bed of the river, extending over about a mile, for the purpose of facilitating the drainage of the two townships. The work is estimated to cost from \$20,000 to \$25,000. The Government will take no action this year, but it is probable an appropriation will be placed in the estimates next season.

NIAGARA FALLS, ONT.—Mr. W. M. Kyle, of Toronto, who is supposed to be acting for several Canadian capitalists, is promoting the construction of an international electric railway belt line. It is proposed that the line will start from the foot of bridge street in this town, and cross to the old horse car line in Drummondville, thence via Lundy's Lane to Fall's View, and back over the line of the Michigan Central to the Suspension bridge. The right of way on the Canadian side is said to have been secured.

WINNIPEG, MAN.—James Porter, wholesale crockery merchant will shortly commence the erection of a large brick and stone warehouse on Arthur street, between McDermott and Bannatyne avenues.—S. Frank Peters, architect, is receiving tenders for the erection of a brick and stone warehouse, corner Bannatyne avenue and Rorie streets. It will be five stories, 80 x 135 feet, first story Selkirk cut stone and balance white brick. Two elevators will be required. Estimated cost \$40,000.—Hugh McGowan, architect is receiving tenders for a brick and stone building at Morden.—Plans have been prepared for the new elevator to be erected in this city by the Northern Elevator Company. Its capacity will be 130,000 bushels.

HALIFAX, N. S.—P. S. Archibald, chief engineer of the Intercolonial railway has submitted to the Board of Trade plans of the railway terminal facilities at this place. The government proposes to construct a wharf with loading facilities for two steamers at once with coal trestles, etc., north of Cunard's wharf. A brick freight shed over 800 feet long is to be built along the water front for the accommodation of both the Dominion Atlantic railway and the Intercolonial. The board of trade expressed satisfaction with the proposals.—It is said that about 100 tons of iron will be used in the new drill shed to be erected here.—The work of construction on the electric street railway is expected to commence early in July, all the material excepting the cars being contracted for. Mr. F. S. Pearson, of the Dominion Coal Company, who is also interested in the railway, considers that the erection of a large summer hotel in the city would prove a paying investment.

MONTREAL, QUE.—The Road Committee is asking for tenders, addressed to the City Surveyor, until Wednesday, the 3rd of July, for the supply and delivery of Scoria blocks, Canton shale bricks, or other bricks for the paving of Notre Dame street, from Chaboillez Square to Fulford street.—Tenders for supplies, consisting of hay, oats, hardware, lumber, coal, shovels, leather, oils, etc., are invited by the Health Department until the 22nd inst.—The Fire Committee has decided to ask the Finance Committee for a grant of \$10,000 for new hose.—Plans are being prepared by Gamdin & Huot, architects, for a carriage factory for the Montreal Carriage Company.—The Jesuit Fathers have accepted plans for the completion of the church of the Immaculate Conception. The roof will be supported by iron arches,

concealed in the walls and plaster. The cost is estimated at \$100,000.—The Road Committee will ask permission to expend the sum of \$25,000 which remained over from last year, for paving Pantaleon street.—It is said that land has been purchased on Sherbrooke street for a large extension to the Young Ladies Department of McGill University.—The Secretary of the village of Verdun will receive tenders at room 108, New York Life Building, until noon on Saturday next, the 22nd inst., for the laying of pipe culverts under the Verdun dyke.

HAMILTON, ONT.—Tenders for the construction of 40 miles of the Toronto, Hamilton and Buffalo railway, extending from a connection with the Michigan Central railroad at Welland, to Hamilton, are invited until Saturday, the 29th inst. The contract will include all labor and material, excepting ties, rails, steel structures and station buildings. Specifications may be seen at the office of the chief engineer of the Railway Company in this city, and tenders are to be addressed to the Dominion Construction Company, of which James N. Young is general manager. The work is to be completed before the 15th of November.—The plans of A. W. Peene, architect, for the proposed jail building, have been accepted, and tenders will be asked for as soon as the plans have been approved by Inspector Chamberlain.—G. S. Counsell, County Clerk, is asking for tenders until Wednesday, the 26th inst., for painting and kalsomining at the Court House, as per specifications to be seen at the office of W. A. Edwards, architect.—The City Engineer has reported in favor of vitrified bricks for street paving, and a sample pavement will be constructed.—It is rumored that the Grand Trunk Railway have in contemplation the erection of a new station in this city.—Messrs. Wm. Stewart & Son, architects, have been instructed to prepare plans for the remodelling and enlarging the premises of A. Murty & Co., dry goods merchants.

TORONTO, ONT.—It is reported that L. M. Jones, of the Massev-Harris Co., has purchased 100 feet of property on St. George street near Lowther ave., between St. George and Huron streets, on which to erect a residence to cost about \$20,000. It is said that a Miss White has purchased land on south side of Lowther ave., between St. George and Huron streets, on which to erect a residence.—A sub-committee of the Public School Board has recommended the acceptance of a site on Centre Road for a new school building.—The following recommendations for pavements were made to the Board of Works by the City Engineer on Monday last and passed by the Board: Macadam, Farley avenue, Spadina avenue to Bathurst street, cost \$2,300; Adelaide street, Church to Jarvis streets, cost \$970; St. Vincent street, Grenville to St. Joseph, cost \$3,650; Grange avenue, Spadina avenue to Beverley street, cost \$1,020; Duchess streets, Jarvis to Parliament streets, cost \$2,540; Huntley street, Bloor to Eail streets, cost \$7,200. Brick, Amelia, Sumach to Parliament streets, cost \$4,550. Asphalt, St. Patrick, Beverley to McCaul, cost \$5,870. Concrete sidewalks, Isabella street, both sides, from Church to Jarvis, cost \$1,460; Isabella, from Jarvis to Sherbourne, cost \$2,070; York street, east side, from Wellington to Rossin house lane, cost \$866. Brick sidewalk, Queen street, south side, from John to Spadina avenue, cost \$5,840. The recommendation of the City Engineer to establish a loop line of railway on Elm avenue, Hill street, and Glen Road, in Rosedale, and to pave the streets named, was referred back. The City Engineer was requested to report on the construction of a six-foot steel intake pipe across the bay, and when the report is presented the question of providing funds

will be considered by the Board of Works. —At a meeting of the Collegiate Institute Board on Monday evening last, the plans of Messrs. Curry, Baker & Co. were accepted for additions to the Jarvis Street Collegiate Institute. — Building permits have been granted as follows since our last issue: C. B. Perry, 2 story bk. addition and alterations to dwelling, 61 Isabella street, cost \$2,000; Langmuir Mfg. Co., 2 story bk. factory, 1 story bk. addition and 1 story bk. boiler house, King st. west, cost \$5,000; M. & W. Bredin, 2 story bk. bakeshop, 104 Augusta ave., cost \$2,000; Elmstey Estate, three-story bk. storage warehouse, 11 and 13 St. Joseph st., cost \$6,000.

FIRES.

The residence of Wm. Simpson at Guelph, Ont., was totally destroyed by fire last week. Loss, \$3,000; insurance, \$1,875.—Mr. R. Scott's new creamery building at Shoal Lake, Man., has been burned. The loss is \$8,000; insurance, \$4,000.—The planing mill of G. Scott, at Mount Forest, Ont., together with machinery, was destroyed by fire on Saturday last. Insurance, \$800.—The grain elevator at Chesley, Ont., owned by John Adolph, was burned on the 14th inst. Loss, \$1,700; insurance, \$1,000.—The planing mill and machine shop at Cayuga, Ont., belonging to Joseph Shur, of Kohler, was completely destroyed by fire last week. Total loss about \$5,000; no insurance.—The Grand Trunk station at

(Continued on page 4.)

WILLIS CHIPMAN, B.A.Sc.

M. Can. Soc. C.E.; M. Am. Soc. C.E.;
M. Am. W. W. Ass'n.

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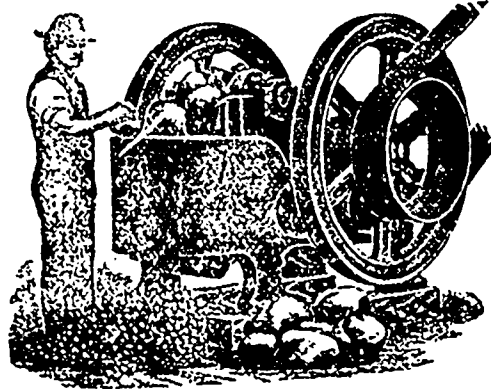
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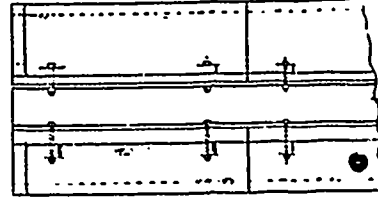
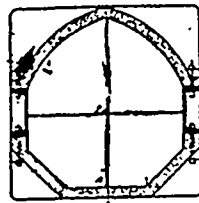
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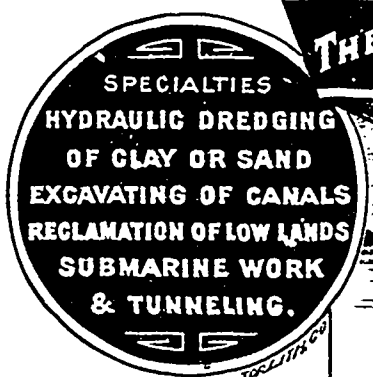
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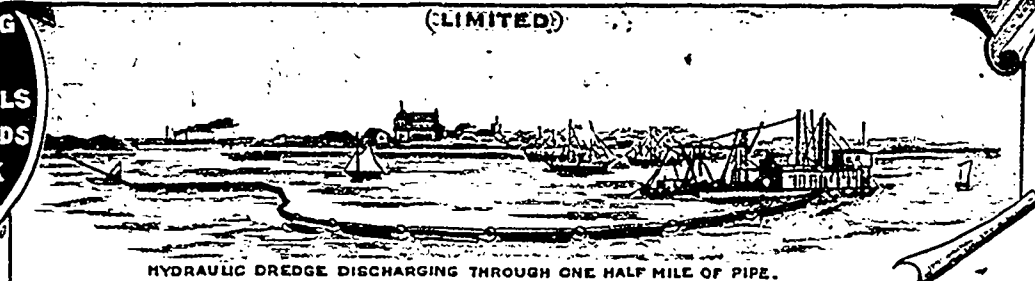
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OFFICE NO 2 CHURCH ST. TORONTO, CANADA.

MUNICIPAL ENGINEERS, CONTRACTORS AND MATERIALS

Cheltenham, Ont., was burned last week.—Sutton's brick block at Norwich, Ont., was damaged by fire recently. Loss covered by insurance. The large residence of G. W. Hatton, barrister, at Peterboro, Ont., was entirely destroyed by fire on the 17th inst. The loss is \$5,000, and the insurance \$3,500.—At the village of Kenilworth, Ont., fire destroyed the hotel of David Kenney and the store and dwelling of T. O'Donnell. Total loss, \$12,000.—Costello and McMoran's new caning factory on the Fraser River at Vancouver, B. C., was burned a fortnight ago. The buildings and plant were valued at \$35,000, and the insurance is \$21,000.—A fire at New Westminster, B. C., on the 12th inst., damaged Youdal & Sinclair's warehouse and M. D. McLellan's freezing establishment to the extent of \$12,000. Insurance, \$5,000.—The village of Tottenham, Ont., was swept by fire on Tuesday last, about 20 buildings being destroyed, among which are D. McKinney's foundry, Potter's block and a large number of dwellings. The loss is placed at \$125,000.

CONTRACTS AWARDED.

MONTREAL, QUE.—Arthur J. Cooke, architect, has awarded contracts as follows for a cottage on Melbourne ave., Westmount, for Howard H. Ransom; masonry, W. J. B. Fraser; brickwork, A. Wand & Son; carpenter and joiners' work, Robert Sharp; roofing, Montreal Roofing Company; plumbing and heating, W. A. Stephenson & Co.; plastering, H. Oram; painting, J. B. Owens; steel work, R. Donaldson & Sons.

PRESTON, ONT.—The Canadian Office and School Furniture Co., of this town, have recently supplied drug store fittings for W. G. Smith, Guelph, C. R. McGregor & Co., Brantford, and H. Parker, Durham. They have also supplied bank and office fixtures as follows: Dominion Bank, Oshtawa; J. W. Mickleborough, St. Thomas; Merchants' Bank, Hespeler; Bank of Commerce, Peterboro; Atlas Loan Co., St. Thomas, and G. Simpson, Montreal.

TORONTO, ONT.—The Metallic Roofing Co. have been awarded the contract for covering with corrugated steel the G. T. R. elevator at the foot of Brock street.—The following pavement tenders have been accepted by the Board of Works: Brick, on Ossington avenue, from Dundas to College, John Maideau, \$7,687; cedar blocks, D'Arcy street, Spadina to McCaul Robert Grant, \$2,195; cedar blocks, Oxford street, Spadina to Augusta, \$950; concrete, first lane east of Bay street, Wellington to Melinda, A. J. Brown, \$375; concrete, lane next east of the first lane east of Bay, A. Gardner & Co., \$228.—The Central Bridge and Engineering Co., of Peterboro', have been given the contract for the structural iron work for the new Globe building in this city.

NEW COMPANIES.

DANVILLE, QUE.—Danville Asbestos and Slate Co., incorporated; capital \$250,000.

TRURO, N. S.—Nova Scotia Coal Mining Co.; applying for incorporation; capital, \$50,000; applicants, C. F. W. Bell, E. Lawrence, and W. Macdonald, of Truro, A. McKay, of Kingston, and others.

EBURNE, B. C.—Dinsmore Canning Co., incorporated; capital, \$100,000; incorporators, John Dinsmore, W. B. Wilkinson, W. D. Goodmurphy, and Caleb Goodmurphy.

MONTREAL, QUE.—Dominion Electric and Manufacturing Co., applying for incorporation; capital, \$50,000; applicants, C. F. Sise, Robert McKay, Hugh Paton and others.—Chanteloup Manufacturing

Co., applying for incorporation; to take over the business recently carried on by the late E. Chanteloup; applicants, David Yuile, J. C. King, W. Robinson, D. W. Ross and John Watson. Stadacona Water, Light and Power Co., applying for incorporation; capital, \$200,000; applicants, L. H. Lache, J. O. C. Mignault, Ernest Belanger, E. C. Amos and C. D. Macdonald. Dominion Cold Storage Co., seeking incorporation; capital \$300,000; to build a cold storage warehouse; applicants, P. J. McNally, G. P. Sylvester, W. M. Burden, of Toronto, A. D. Taylor, of Montreal, and others.—Granite Creek Mining Co.; seeking incorporation; capital, \$150,000.

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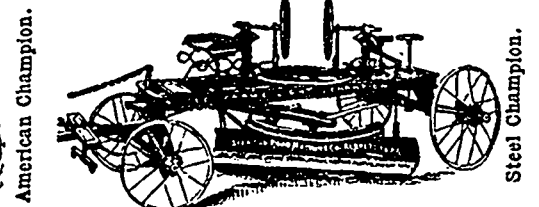
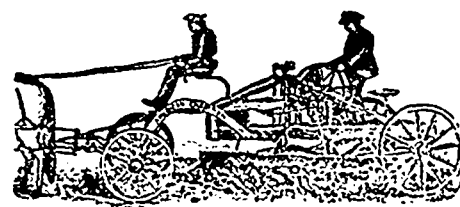
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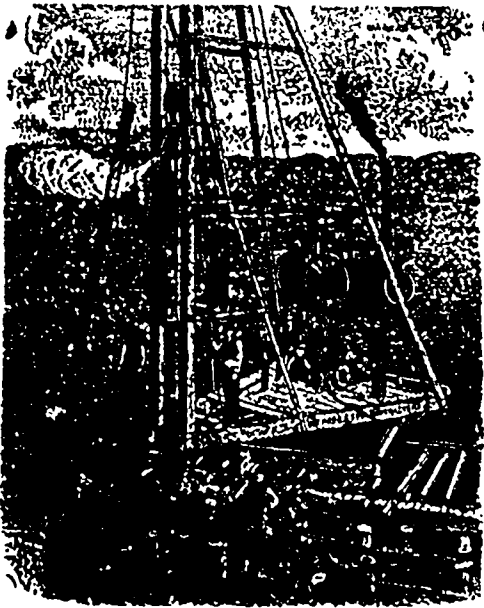
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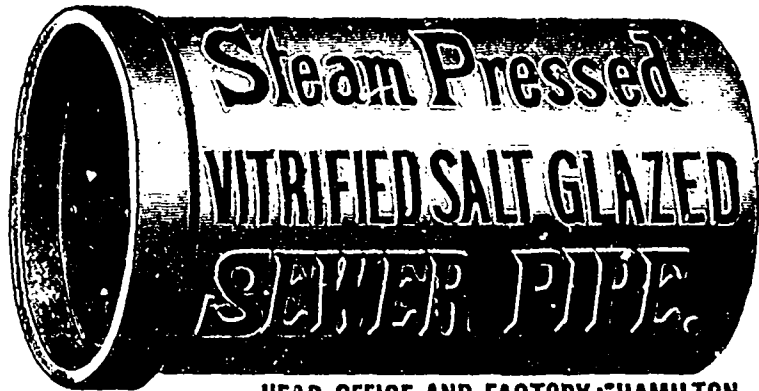
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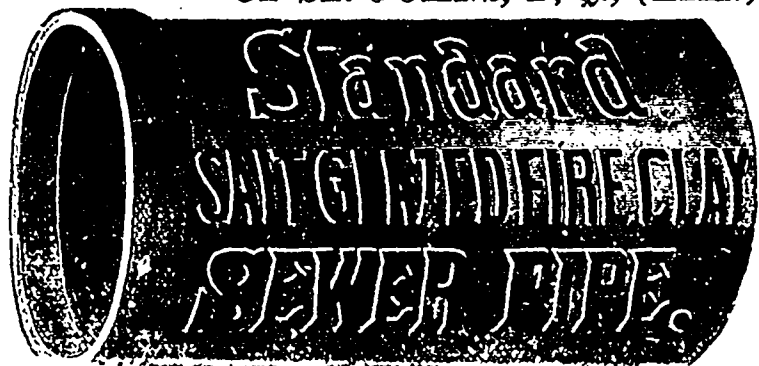
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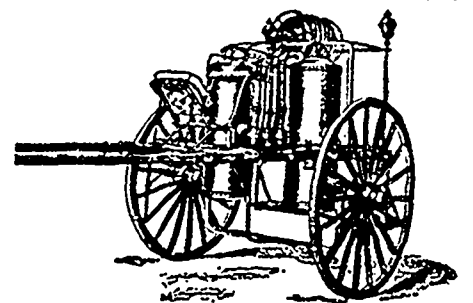
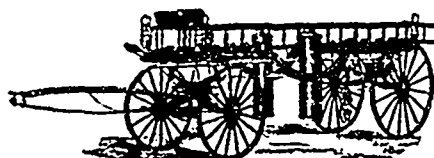
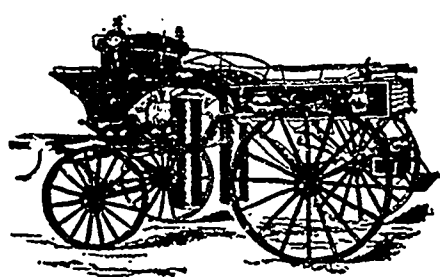
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MUNICIPAL DEPARTMENT

THE IDEAL CITY-ENGINEERING BUREAU.*

By FRANCIS COLLINGWOOD.

(Concluded.)

An examination of the list of duties just given shows that they can be best fulfilled by engineers; as trained judgment and skill are especially needed in the economical prosecution of all public works. This being true, if there be a board of public works, it should consist of engineers, each at the head of a department, with the city engineer at the head of all as the executive. To each department should be assigned the details of all field-work and the preparation of designs, specifications, and contracts in its branch of work, the construction and inspection of work, and the making of estimates and all maps and drawings for record,—all to be subject to the inspection and endorsement of the city engineer. The latter should be free from all routine matters, to give him time for the study of preliminary designs and such general examinations as would enable him to wisely administer his office.

It is questionable, however, whether a board of works of this kind may not be better styled the engineering department. In the former case it has been usual for the mayor to appoint all the members; but, if a thoroughly good man be appointed as city engineer, he may well be empowered to appoint the engineering heads of departments, subject to removal for cause.

The chief should be appointed by the mayor, and the term of service should be either during "good behavior," or at least long enough to make it worth while for a good engineer to accept the office.

The organization here sketched is in some respects a radical departure from what now exists, but it is based upon sound principles. The city government having decided that certain work shall be done, the subsequent steps of preparing, contracting for, and inspecting the work, or its execution by the force under the control of the appropriate department, become a matter of business, and political considerations should have no weight. A rigid system of accounting must be instituted, but that should be a part of any system. The heads of departments being chosen with especial regard to their fitness for the work in hand, true economy would indicate that all repairs and maintenance might be entrusted to them.

The number of departments to be organized in any case will depend on the size of the place to be served. The first division caused by the growth of a city would probably be into (1) surveys, park work, streets and sidewalks and everything appertaining to them; (2) sewers and water-works, street sprinkling and lighting, and the regulation of streams; (3)

bridges and inspection of buildings; (4) harbor work, if much of it be required.

The special surroundings of each city will indicate best how the division shall be made. As growth continues, subdivisions of these will be made, but nothing should be allowed to interfere with unity of design and management.

One of the most important matters to be arranged has not yet been considered,—*viz.*, the keeping of records, especially of the maps and drawings which accumulate so rapidly. For convenience in the drawing-room, it is almost a matter of necessity that complete copies of all maps and drawings originating in a department shall be at once accessible. It is also true that in a large city the same drawings will be often wanted for reference by some other department, or by a citizen. This will be particularly true of property or assessment maps.

A record division is therefore essential; and, since the duplication of drawings is now so easily accomplished, it would seem desirable that the records should contain the certified originals of drawings, etc., from all departments, copies being made for use in the offices.

As to the exact method of preserving drawings, there is no agreement among engineers. The first requirement is that as far as possible a few standard sizes only be made. It is found that these are best preserved in shallow drawers with trays 1" to 2½" deep. Each drawer must be numbered, and each drawing contain the date of entry and the numbers of the drawings, of the drawer, and of the office or department in which it originates. The card system of indexing, where it has been tried, has been much commended, as it enables the recorder to make constant additions without disturbing the general arrangement.

The drawing should be entered on the index under every head which may serve to identify it. No drawing should be taken from its place without a receipt from the person removing it, and the originals of important drawings should never be removed from the office. The person in charge should be obliged to carefully examine and put in place all drawings, as far as possible, at the end of each day's work.

The general question here under discussion is a very large and important one. Towns and cities are the places where a considerable part of the population of a country must live, and everything done by the municipal authorities comes home to a large number of people. If an improper grade be established, some one may have a puddle in front of his door or possibly a flooded street under certain conditions. If a poor pavement be laid, it becomes a plague and annoyance to many. If a sewer be too small or badly constructed, stoppage, resulting in danger to health, may ensue. And so on, to the end of the long list of annoyances, great and small, resulting from poorly designed or poorly executed work. Again, if wasteful or dishonest methods be employed, or if political considerations rule in the employment of men, every man's taxes are

increased, and living is made unnecessarily expensive. The scheme proposed may be utopian, but the "ideal" bureau only is under consideration. The more nearly this can be attained unto, the less burdensome and the more effective will be the result of its operations.

LEGAL DECISIONS AFFECTING MUNICIPALITIES.

Judge Pagnuelo recently rendered judgment in Montreal in the case of Mrs. William St. George against the city. St. George was a fireman attached to the ladder of No. 1 station. As his ladder left the station it collided with a beer waggon, having been obliged to run between a car and a waggon, and St. George was killed. The Judge held that the driver of the ladder, though obliged to go fast, was not obliged to urge his horses to so great a speed that he caused the death of one fireman and risked the lives of others. Mrs. St. George was awarded \$4,000.

CANADIAN PACIFIC RAILWAY CO. v. TOWNSHIP OF CHATHAM.—Judgment on appeal by plaintiffs from order of Common Pleas Divisional Court (25 O. R., 465) dismissing without costs (Rose, J., dissenting) on appeal by plaintiffs from judgment of trial judge, Street, J., dismissing without costs action to recover the balance of the amount alleged to be due to plaintiffs' railway, under a contract between the parties under their respective corporate seals, whereby plaintiffs were to build, and defendants to pay for, a culvert through an embankment. The defendants paid a sum of \$2,000 before the commencement of the work. The culvert was built, and was accepted and used by the defendants, who, however, refused to pay for it, on the ground that the agreement was ultra vires. No by-law had been passed authorizing the construction, nor were any of the proceedings required by secs. 569, 582 of the Municipal Act taken. The court, below, under the circumstances, held that the agreement was invalid and not enforceable. Appeal dismissed with costs, Osler, J.A., dissenting.

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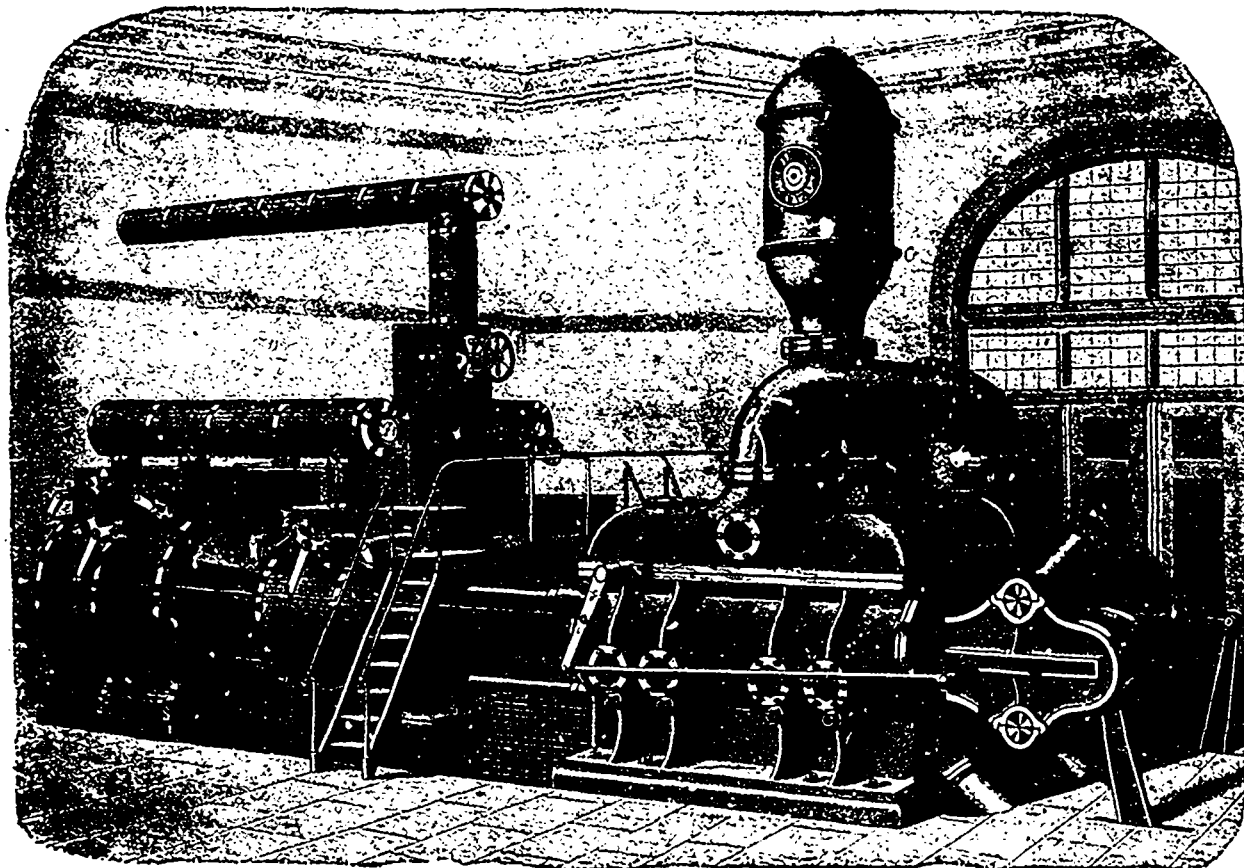
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Toronto. Montreal.

CONDITION OF THE MARKET.

TORONTO: The market for builders' supplies is firm, and considerable new work is in view. Further advances are looked for in prices of iron pipe, the quotations now being 70, 70 and 5 per cent. Glass is moving freely, and several import orders are expected daily. The paint and oil trade is improving slightly, and prices have a tendency to advance. Wire nails have been advanced 5 per cent.

MONTREAL: The volume of building in the city this season is not large, but builders report activity in country trade. The market is without special features, and prices about the same. The arrivals of cement last week were 5,200 barrels of English brand. The drain pipes are in good demand both in city and country.

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B. M.

Table listing dressed and undressed lumber prices, including flooring, sheathing, and shingles.

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Table listing prices for pressed brick, common walling, and sewer pipes.

Table listing prices for various types of tiles and bricks, including hard building, roof tiles, and ornamental bricks.

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Table listing price for sand per load of 1 1/2 cubic yards.

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Table listing prices for various types of stone, including rubble, granite, and freestone.

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Table listing prices for roofing slate and terra cotta tiles.

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Table listing prices for cut nails and steel.

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Table listing prices for various types of cut nails and spikes.

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Table listing prices for pink blued nails.

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Table listing prices for casing and box nails, flooring nails, and tobacco box nails.

FINISHING NAILS.

Table listing prices for finishing nails in various sizes.

SLATING NAILS.

Table listing prices for slating nails.

COMMON BARREL NAILS.

Table listing prices for common barrel nails.

CLINCH NAILS.

Table listing prices for clinch nails.

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