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CANADIAN CONTRACT RECORD

A WEEKLY JOURNAL

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.

MAY 2, 1895

No. 13.

PLANS AND SPECIFICATIONS

Of two splendidly arranged homes; semi-detached; by one of Toronto's best architects: they include all modern improvements; will sell for less than half cost.
A. NORMAN, Davisville, Ont.



GOVERNMENT OF NOVA SCOTIA

Office of Commissioner Public Works and Mines,
HALIFAX, N. S. April 22nd, 1895.

The Government of Nova Scotia invite tenders for the iron work and erection of Kennetcook Bridge, in the County of Hants.

To consist of three spans of 159 feet each, centre to centre of end pins.
The Kennetcook River is subject to heavy ice floes that run with the Bay of Fundy tide.

Contractors are cautioned against delay in not completing this work within the time specified, so as to avoid the risk of damage to false-work or scaffolding during erection by the fall freshets or running ice.

THE SUPERSTRUCTURE.

The roadway to be 16 feet wide in clear. A good substantial lattice railing to be erected continuously, on both sides of the bridge for its whole length. The bridge to be proportioned to carry a rolling load of 75 lbs per square foot of roadway, plus the static load of bridge.

Working strains allowed upon truss members per sq. inch of effective sectional area, as follows:
10,000 lbs. tension upon iron lower chords and main diagonals.

8,000 lbs. tension upon iron suspenders and counter diagonal.
10,000 lbs. compression upon steel upper chords and end posts.
8,000 lbs. compression upon steel intermediate posts.

This contract is to embrace all iron work in superstructure, and erection shall also include the timber work of floor. The work shall be performed to conform in every respect to General Specification and Conditions of Contract, a copy of which is forwarded herewith. All eye bars to be forged solid and bored circular for pins; no welded eye bars of steel or iron will be allowed.

Parties tendering for this bridge are requested to submit a side and end elevation of one span, as well as a strain sheet, as the form and method of construction will be considered, as well as the price named in tenders, in awarding the contract.

The whole iron work and floor of bridge to be completed, ready for traffic, on or before the 31st day of October next, 1895. The specification must in every particular be adopted. The strain sheets are to name the section iron or steel to be used, as well as the strain.

This bridge will be required to be finished up to time, and in default of it being not so finished or completed, a penalty of forty dollars per day for delay will be exacted, which condition will be embodied in agreement, but such condition shall not in any way affect the right of the Government to cancel the contract according to the terms of general specification should they deem it necessary.

Plans, specifications, and forms of tenders, and all information can be obtained at the office of Dr. Murphy, Provincial Engineer, Halifax.

Tenders to be endorsed Tender, and specifying name of bridge, and addressed to the undersigned, will be received up to noon on THURSDAY, 9TH DAY OF MAY next.

Parties may tender upon their own plans, according to their practice or to their usual method of construction, but the plans submitted by them will be subject to the approval of the Provincial Engineer. No tender will be received unless submitted according to conditions herein named and in specifications, and on the printed form to be had at the Provincial Engineer's office. The Government do not bind themselves to accept the lowest or any tender. Security for due performance of the contract will be required.

CHARLES E. CHURCH,
Commissioner of Public Works and Mines.

A statement of the assets and liabilities of the estate of A. W. Godson, contractor, of Toronto, show a surplus of \$59,400.

TO CONTRACTORS

Tenders will be received by the undersigned until NOON ON MONDAY, 14TH MAY, for the erection of a

DWELLING HOUSE IN TORONTO.

The lowest or any tender not necessarily accepted.
DARLING, SPROATT & PEARSON,
Mail Building, Toronto.

TO CONTRACTORS

Tenders for all trades will be received by the undersigned until noon on MONDAY, 13TH MAY, for the erection of the new buildings for

Trinity College School, Port Hope.

The lowest or any tender not necessarily accepted.
DARLING, SPROATT & PEARSON,
Mail Building, Toronto.

TENDERS

Tenders (whole or separate) will be received up till WEDNESDAY NOON, MAY 15TH NEXT, by W. B. Tisdale, Orillia, for the erection of a

Brick Dwelling House

in the town of Orillia, Ont. Estimated cost \$3,700. The lowest or any tender not necessarily accepted. Plans and specifications may be seen at the office of
W. H. CROKER, Architect,
Orillia, Ont.

TENDERS

Will be received by the undersigned up to 6 o'clock p. m. on TUESDAY, 7TH MAY, for all trades required in the erection of the

Dundas Street C. M. Church, London, Ont.

Plans can be seen at London, Ont., and at the office of the architect, GEO. W. KING, Room 11, 97 Adelaide St. E., Toronto.
Lowest or any tender not necessarily accepted.

C. J. BEAL, Sec. Treasurer,
Dundas St. C. M. Church, London, Ont.



TENDERS FOR ANNUAL SUPPLIES

BRICK AND CEMENT

Tenders will be received by registered post, addressed to the City Engineer, Toronto, up to 11 o'clock a.m. on SATURDAY, MAY 4TH, 1895, for the supply of

BRICK AND CEMENT

For the year ending 31st May, 1896.

Specifications may be seen and forms of tender obtained on and after Saturday, April 27th, 1895, 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 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, April 22nd, 1895.

CONTRACTS OPEN.

GRANBY, QUE.—F. Gedding will erect a new residence here.

DRAYTON, ONT.—Rielly Bros. will erect a new residence.

KINGSVILLE, ONT.—Robt. Fleming intends to erect a new brick dwelling.

SELKIRK, MAN.—Chas. Sheldon contemplates erecting a summer hotel here.

WINDSOR, ONT. Daniel Ryan will shortly award a contract for a \$2,000 residence.

AVONTON, ONT. W. Murray and G. Murray will each erect new dwellings this summer.

BRACEBRIDGE, ONT.—The English church congregation propose building this summer.

GUELPH, ONT. John Crowe will build immediately an addition to his foundry, 70 x 30 feet.

EXETER, ONT.—The proposed new Methodist church, including organ, will cost about \$9,000.

DIGBY, N. S.—A large summer hotel will be erected here next fall or early in the spring of 1896.

MAGOG, QUE.—Plans are being prepared for several new buildings to be erected this summer.

GANANOQUE, ONT.—An electric railway will probably be built from this town to Mallorytown and Lyn.

RAT PORTAGE, ONT.—Several citizens are endeavoring to secure the construction of a system of waterworks for the town.

PETROLEA, ONT. The by-law to raise \$16,000 for a new central school has been defeated.

ANDOVER, N. B.—A new church building is projected here, and building operations will be commenced as soon as a site is secured.

SCARBORO', ONT.—Tenders are invited by D. Baldwin, Danforth avenue, until the 4th inst. for the erection of a school building in this village.

TORONTO JUNCTION, ONT.—The City and Suburban Railway Company propose extending their railway line from here to Islington and Weston.

NANAIMO, B. C.—The by-law to raise 10,000 for a new school building and \$1,800 for a fire alarm system were defeated by the ratepayers.

ST. JOHN, N. B.—Tenders are asked by the provincial Government for the rebuilding of the bridge over the Goldsmith stream in the parish of St. Croix.

TRURO, N. S. The Truro Condensed Milk Co. are about to commence the erection of an extension to their factory, 100 x 45 feet, two stories, with concrete floor.

BRANTFORD, ONT.—Work is shortly to be commenced on a new building, three stories, with basement, for the Brantford Expositor, of which T. H. Preston is the proprietor.

ORILLIA, ONT.—Tenders are invited until the 11th inst., for the erection of a brick dwelling for Wesley Bingham, from plans prepared by Wm. Dunn, and on view at his office.

REGINA, N. W. T.—The school trustees have accepted the plans of Mr. J. A. Ellis, architect, of Toronto, for their new school house. Tenders will be called for in the course of a few days.

MEAFORD, ONT.—Messrs. A. McK Cameron and Geo. A. Brown, of this town, last week interviewed the Minister of Public Works at Ottawa, to secure a grant for harbor improvements.

HAWKESBURY, QUE.—Engineers of the Great Northern Railway are taking surveys for the proposed bridge over the Ottawa river, at this place, to connect the Great Northern with the Canada Atlantic Railway.

BINBROOK, ONT.—W. B. Switzer, Secretary Building Committee, will receive tenders until noon of the 15th inst. for the building of a township hall. Plans may be seen at the office of S. C. Wight, Chairman Building Committee.

KINGSTON, ONT.—Mr. Newlands, architect, is drawing plans for a frame residence to be built at New Glasgow, N. S., for Dr. Keith. The building will cost \$6,000, and be finished in hardwood. It will be 36 x 55 ft. in size, heated by hot water and be lighted by electricity.

OAKVILLE, ONT.—A deputation from this town had an interview last week with the Minister of Public Works for the Dominion to secure repairs and an extension of the east pier, and also the dredging of the harbor. The resident engineer will report to the department on the matter.

WINNIPEG, MAN.—Messrs. Hastings and Matheson are prospecting for sites for a number of new elevators which the Lake of the Woods Milling Co. will build in Manitoba this year.—The by-law to raise the sum of \$65,000 for new schools will be voted on by the ratepayers on the 16th inst.

QUEBEC, QUE.—Plans have been prepared for a new factory which W. H. Polley contemplates erecting at the corner of St. Valier and Voltigeurs streets, extending back to Colombe street, having a frontage of 104 feet, and a depth of 128 feet, five stories high.

DUNDAS, ONT.—A deputation from the townships of Winchester and Mountain have requested the Dominion Government to grant financial assistance towards the deepening of the Castor river; the Ontario Legislature has recently made a grant of \$5,000 for the purpose. The Government has promised to send an engineer to report.

BELLEVILLE, ONT.—The City Council has voted the sum of \$1,000 towards the enlargement of the hospital.—The \$10,000 required to secure Mr. H. A. Massey's gift of \$10,000 to Albert College has been subscribed, and the erection of a new building will likely be proceeded with at an early date.

CHATHAM, ONT.—It is understood that the Chatham Waterworks Company are about to undertake the experiment of filtration. Wells will be sunk close to the river to a depth of 60 feet, and the water filtered and conveyed into the reservoirs.—The City Council has engaged Mr. John Galt, C. E., of Toronto, to prepare an estimate of the cost of a new system of waterworks for the city.

HALIFAX, N. S.—The Department of Railways and Canals for the Dominion are asking for tenders until Wednesday, the 22nd of May, addressed to E. F. E. Roy, Ottawa, for the erection of a drill hall in this city. Plans may be seen at the Department of Public Works, Ottawa, and at the office of C. E. W. Dodwell,

engineer in this city. Mayor Keefe will build five cottages on Inglis street.—The Government of Nova Scotia invites tenders, addressed to Charles E. Church, Commissioner of Public Works, until Thursday, the 9th of May, for the construction of an iron or steel bridge in the County of Annapolis, to consist of one span of 50 feet, with roadway 16 feet wide. The bridge to be completed before 25th July next. Tenders are also invited until the same date for the supply of a quantity of timber required for Lingan Bridge, the timber to be delivered before the 20th of June.

VICTORIA, B. C.—Surveyors are locating the route of the Red Mountain Railway, on Trial Creek, West Kootenay. It is understood that construction work is to be commenced at once in order to avoid the forfeiture of the charter granted by the Provincial Legislature.—The preliminary work on the construction of the Kalso-Slocan railway has been commenced, and it is said the construction of the road will be pushed on as rapidly as possible.

SHERBROOKE, QUE.—Building operations in this town are reviving, and several projects are spoken of. Besides the shops to be erected for the Jenckes Machine Company, the British American Land Company have given out a contract for the construction of a large four-storey brick building, to be used as a sash and door factory. Another building to be erected is the large brick and stone factory of Walter Blue, wholesale clothing manufacturer, work on which will begin at an early date. Two or three other buildings of minor importance will be built.—Mr. J. B. Verret, architect, is preparing plans for a new school house at Magog, Que.

HAMILTON, ONT.—Wm. T. Stewart, architect, has made alterations in the plans of the Hamilton, Grimsby and Beamsville railway station, and new tenders will be asked for.—Messrs. Carpenter and Henderson had an interview with the Minister of Public Works at Ottawa last week urging the construction at once of the proposed bridge over the canal at Burlington. The original estimate for the work was \$22,000, but owing to difficulties in construction the cost will likely exceed this amount by \$6,000 or \$8,000.—Building permits have been granted to Wm. Pebbles, for a brick dwelling on Crooks street, to cost \$1,000, and to James Hobbs for alterations and additions to residence on Barton street east, to cost \$1,300.—The appointment of Mr. Keating, City Engineer, of Toronto, as an expert to report upon plans for improving the waterworks system has been decided on by the City Council.

LONDON, ONT.—Tenders for the construction of the Queen's avenue Methodist church will probably be called for next week. The architects are Burke & Horwood, of Toronto.—The Trustee Board of Dundas street Methodist church are asking for tenders for the erection of their proposed new edifice. The structure will be 80 x 144 feet. The auditorium will measure 76 x 76 inside. The building will be of Romanesque style of architecture. The foundation walls will be of rubble stone to the ground line. For the first six feet above that it will be a crossing of Cleveland and Credit Valley red stone. Above this the building will be faced with mottled purple brick, set in colored mortar and trimmed with buff Ohio stone. The roof will be of slate, and the largest tower will be 112 feet high. The plans were prepared by Mr. G. W. King, architect, of Toronto.—It has been decided that Dundas and Richmond streets, for two blocks each way from their conjunction, shall be paved with permanent material, and the Board of Works will probably recommend the use of brick.

OTTAWA, ONT.—It is stated that the Department of Railways and Canals have not yet accepted the tender of Brown Love & Aylmer, of Toronto, for the Lakefield section of the Trent Valley canal.—E. F. E. Roy, Secretary Department of Public Works, invites tenders until the 10th inst. for the construction of a wharf at Gardner's Creek, St. John, N. B. Plans may be seen at the above department in this city, and at the office of J. B. Hegan, resident engineer, St. John.—Mr. W. Blackwell, of Peterboro', is the architect of the new factory for the Ottawa Porcelain and Carbon Co., work on which is now in progress. The building will cost about \$20,000. An effort will be made this session to revive the charter of the Lake Manitoba Railway and Canal Co. The promoters are principally Ottawa men, including M. P. Davis, J. A. Gemmill, S. H. Fleming, W. H. Davis, E. S. Skead, of this city, and Lieut.-Governor Mackintosh, of Regina. Last session parliament voted a subsidy to a railway running through the Crow's Nest Pass, B. C. On Saturday last a deputation from British Columbia waited upon the Government authorities asking that the subsidy in question should go to the British Columbia Southern railway, an enterprise incorporated by both the Dominion and Provincial legislatures.—The estimates of the Dominion Government were presented to the House on Monday last, and show a reduction of over two million dollars as compared with last year. Following are the appropriations for public works in Ontario: Arnprior, post-office, custom house, etc., \$7,500; Dominion reformatory, \$20,000; Dominion public buildings, renewals, improvements, repairs, etc \$10,000; Picton post-office, custom house, \$10,000; Rideau hall, heating apparatus, electric lighting, new dairy, etc., \$1,300; Smith's Falls, post office, custom house, etc., \$2,580; Stratford public building, \$5,000; Collingwood, repairs to breakwater, \$2,500; general repairs and improvements to harbor, river and bridge works, \$10,000; Kingston harbor, Lake Ontario, \$4,000; Lakes Simcoe and Couchiching, regulation of waters of Severn river, north branch, \$2,500; Owen Sound Harbor, dredging, etc., \$10,000; Port Albert, extension of piers and dredging, \$2,000; Port Dover, dredging, \$15,000; river Ottawa, improvement of steamboat channel, through narrows at Pettawa, above Pembroke, \$4,000; removal of Robertson's rocks in main passage between Clapperton and Crokers, Georgian Bay, to continue work, \$2,000; Thessalon, new wharf, \$9,000; Toronto harbor, works at eastern entrance, etc., the City of Toronto having contributed \$100,000, \$40,000; Toronto harbor, dredging, \$1,350. The sum of \$14,000 is provided to rebuild the east pier at Port Dalhousie. For the Trent Valley canal a vote of \$400,000 is proposed, and for the Sault Ste. Marie canal \$150,000.

TORONTO, ONT.—E. G. Orme has purchased a lot on Mavward ave., Parkdale, on which he will erect a residence.—Tenders are asked by Morgan Baldwin, Harbor Master, until noon on Monday, the 6th inst., for the dredging required in the harbor during the present year.—Tenders are wanted at 326 Spadina avenue, for all trades except brickwork and carpentering required in completing two houses on St. Andrew's street.—Wm. McKenzie, of this city, who is the chief promoter of the Parry Sound and James Bay railway states that he expects no opposition will be made to his charter by the Dominion Government, in which case the construction of the road will be undertaken without delay.—The Executive Committee have sent on to council the recommendations for street paving as passed by the Board of Works last week.—Among the civic estimates for the year

1895 are the following items. \$70,000 for waterfront bridges, \$18,000 for a dredge, \$14,000 for new water meters, \$5,000 for a new fire hall on Dundas street, \$7,500 for sheep pens at Exhibition Park, and \$12,000 for additions and alterations to Jarvis street Collegiate Institute.—The date of voting on a by-law to provide funds for an electric light plant, a steel intake pipe across the bay, and for new water mains, has been changed by the City Council from the 25th of May to the 1st of June.—A committee will report at the next meeting of the Public School Board on the repairs necessary to be made to school buildings this summer. — Negotiations are still in progress between the City Council and the Cobban Manufacturing Co., regarding the lease of a site on the Esplanade, on which the company desire to erect a new factory. The building proposed to be erected will cost about \$40,000, will be five stories high, fireproof, and of the latest form of mill construction. The foundations will cost about \$5,000, owing to the site being new ground.—Building permits have been granted as follows: A. Nelson, 2 storey and attic bk. dwelling, w. side of Jameson ave., n. of King st., cost \$5,000; G. W. Gounlock, architect, 53 King st. E., Foresters' Hall, n. w. cor. Bay and Richmond sts., cost \$130,000; Henry Wood, 80 Wilcox st., 2 story and attic bk. dwelling, det. at No. 608 Spadina ave., cost \$4,000.

MONTREAL, QUE.—The Ladies of the Holy Name of Jesus and Mary have decided to build a new convent on their property at Outremont. The building will be six stories in height and fitted with all the latest improvements. It will be built of Canadian stone with fire proof divisions, and will cost about \$150,000.—J. A. Chausse, architect, is preparing plans for a \$25,000 hotel to be erected on Girouard street, St. Hyacinthe, for C. A. Coderve, for 6 tenements on Montcalm street for E. Pelletier; a store and two dwellings on Moreau street for B. Tremblay, and a residence on Delorimier avenue for Mr. J. Towle.—C. N. Armstrong, projector of the Atlantic and Lake Superior railway scheme, which is to extend from Paspebiac, Que., on the Baie Des Chaleurs, to Sault Ste. Marie, Ont., has returned from England, and states that arrangements have been made to secure the funds necessary to complete the 20 lines of the Baie Des Chaleurs railway and 80 miles of the Great eastern railway. Tenders are invited until the 15th of May for the Montreal branch, which is estimated to cost from five to six million dollars.—The engineering staff of the Montreal Park and Island Railway Company are making the necessary surveys for the company's line between this city and the town of St. Laurent.—At a meeting of delegates from Back river and adjoining municipalities held last week, the erection of a new bridge at Back river was decided upon, to cost \$5,000, the cost to be borne by the municipality of Back river.—The Municipal Council of St. Lambert have several schemes under consideration, including the construction of a system of waterworks and drainage, and the erection of an electric plant to light the municipality by electricity. One hundred thousand dollars will be appropriated for the general improvements, some of the contracts for which will shortly be awarded. The Montreal Diocesan Theological College has received a donation of \$100,000 from Mr. A. F. Gault, part of which will be devoted to the erection of a new building on the Holland property, near McGill College, plans for which are now in course of preparation.—The Road Department will award contracts this week for the construction of a number of sewers, and for annual supplies for 1895.—At a meeting of the vestry of Amherst Park mission held last week, it was decided to take

steps to secure the erection of a new church building.—The Finance Committee of the City Council has decided to negotiate a loan of \$1,500,000 to cover the cost of civic improvements, including the East End station, the Brock street tunnel and the widening of several streets. W. C. McDonald has decided to rebuild his tobacco factory destroyed by fire last week, and work will be commenced at once.—The Governors of the Wesleyan College, at a meeting held a few days ago, decided that steps should be taken at once to secure the erection of a commodious convocation hall on the property adjoining the college. The building will cost about \$50,000, and plans are now being prepared.—Messrs. Clift & Pope, architects, are preparing plans for a stable on Durocher street for Mr. C. F. Smith.—Mr. Eric Mann, architect, is calling for tenders for a factory and warehouse for Mr. D. A. McCaskill, to be erected cor. St. Patrick and Manufacturers streets.

FIRES.

Labor Hall, on St. George street, Ottawa, owned by the Metropolitan Trust and Loan Company, was destroyed by fire last week. The loss on building is placed at \$3,000; insurance, \$1,800. A two-story house at Woodstock, Ont., owned by John Beagley, was burned last week. No insurance.—The residence of Edward Anderson, at Chatham, Ont., has been destroyed by fire. Small insurance.—D. Arnold's residence at Lanark, Ont., was burned on the 27th ultimo.—At Hartney, Man., on the 26th April, fire destroyed the following buildings: O'Brien hotel, Beatty's tailor shop, Buettner's hardware store, Cuthbert's grocery, Massey-Harris warehouse, Ivison's store, Barter's butcher shop, Sutherland's bakery, McDonald's stable, Young's hardware store and Bower's harness shop.—The buildings owned by C. R. S. Dinnick, of the Ontario Paving Company, at Toronto Junction, Ont., were destroyed by fire on Saturday last. All the machinery, dies and brick making apparatus were burned. Loss, \$7,000; insurance, \$1,000.—The tobacco factory of W. C. Macdonald, on Ontario street, Montreal, was completely destroyed by fire on the 25th of April. The building occupied the entire block between Sherville and Poupart streets, was four stories high, built of brick, with cement

(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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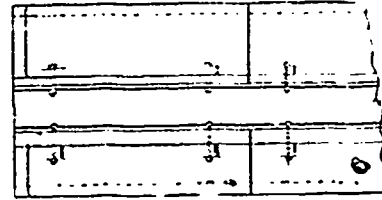
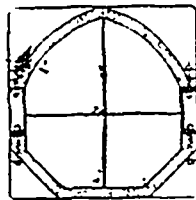
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floors. The loss on building is placed at \$350,000.—The brick and tile machine shop of James A. Close, at Woodstock, Ont., was burned on Tuesday last. Loss, \$3,000; no insurance.—The Roman Catholic church at Notre Dame de la Salle, near Buckingham, Que., has been burned. Loss, \$2,000. The pastor is Rev. Father Robert Duval's mill, at St. Francis de la Beauce, Que., has been destroyed by fire.—Four frame buildings at Ashburnham, Ont., owned by the Dickson estate, were burned on Monday last. The loss is \$1,500.

CONTRACTS AWARDED.

GALT, ONT.—Wm. Edmonds has been given the contract for a two-story brick residence for F. Mellish; estimated cost \$3,000.

TORONTO, ONT.—The Metallic Roofing Co., of this city, have been awarded a contract by the Ogilvie Milling Company for roofing sufficient to cover thirty grain elevators in Manitoba and the Northwest Territories. About 200 tons of siding and roofing will be required.

HARRISTON, ONT.—Geo. Gray, architect, has let contracts for the following buildings: R. G. Lambert, brick residence; Howes & Leighton, brick residence; Geo. Fulton, brick residence; E. Johnston, brick residence, Harriston; Robt. Fallis, town-ship Minto, brick residence; John McNab, Reeve, West Luther, brick residence, and N. Bechnele, West Luther, brick residence.

WESTVILLE, N. S.—The Town Council have awarded contracts as follows for the construction of a waterworks system for the town: Excavation, J. K. McDonald, New Glasgow; pipe, Londonderry Iron Company; pumps, Northey Mfg. Co., Toronto; castings, Mr. Weir of Westville; boilers, Robb Engineering Co., Amherst; hydrants, Mr. Brown, of New Glasgow.

DIGBY, N. S.—Tenders for a system of waterworks were last week awarded as follows: construction work, Messrs. Wood, of Digby, and Vye, of Bridgeville, at \$14,499; pipe, Londonderry Iron Co.; hydrants, Toronto Engine works, Toronto; special castings, Truro Foundry Co., Truro, N. S.; valves and valve boxes, Burrell-Johnston Iron Co., Yarmouth, N. S. The engineer of the work is Mr. J. A. Pickett, and the total cost will be about \$340,000.

GUELPH, ONT.—Tenders for cement sidewalks required during the year were received by the Board of Works as follows: A. Farquhar, Toronto, sidewalks 11 8-10c. a foot, crossings, 15 1/2c., filling 65c. a yard; Silica Barytic Stone Co., Ingersoll, sidewalks, 14c., crossings, 18c., filling 45c. a yard; Gardiner & Co., Toronto, sidewalks, 15 1/2c., crossings, 22c., filling, 80c. a yard; Guelph Pavement Co., sidewalks, 12c., crossings, 12c., filling, 50c. a yard. The Guelph Pavement Co. have been awarded the contract.

MONTREAL, QUE.—W. McLea Walbank, architect, has awarded contracts for the rebuilding of the St. John's Presbyterian Church as follows: stone, Matthewson & Cameron; carpenter and joiner's work, Jas. Shearer; roofing and plumbing, Mr. St. Aubin; painting and glazing, T. Polito; other trades not let.—Mr. Edward Maxwell, architect, has awarded contracts for a three-storey store, corner Peel and St. Catharine sts., for Mr. R. J. Tooke, as follows: masonry, J. H. Hutchison; brick, O. Deguise; carpenter and joiner's work, Laird, Paton & Sons; roofing, Geo. W. Reed; plumbing and heating, E. C. Mount & Co., plastering, John McLean; electric wiring, Mount Bros.; iron work, Dominion Bridge Co.

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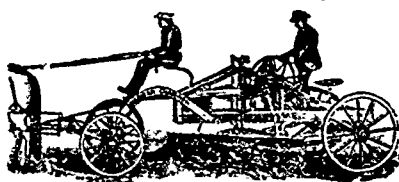
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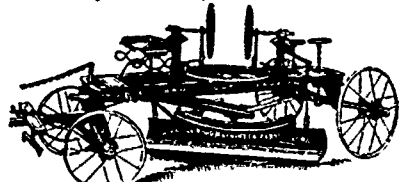
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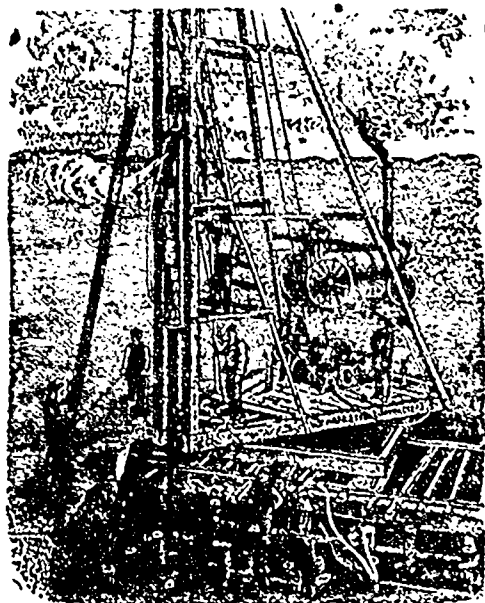
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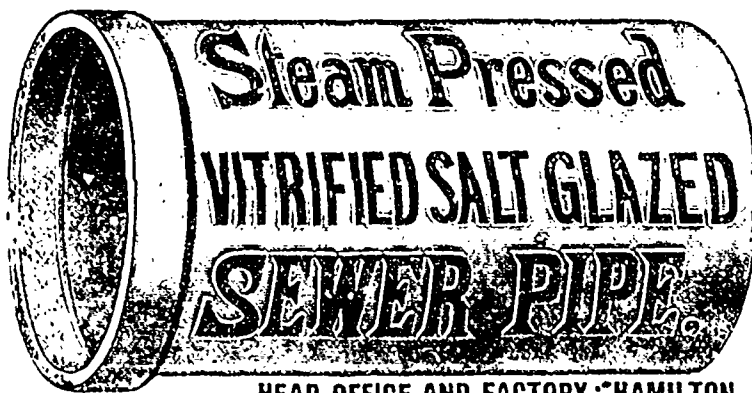
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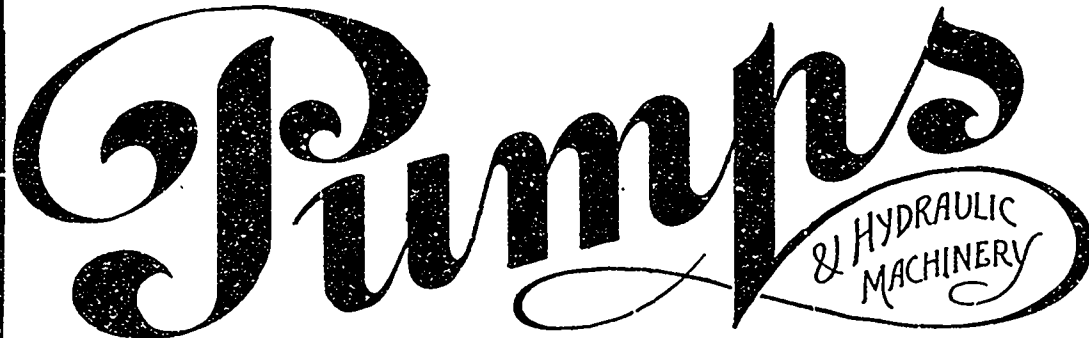
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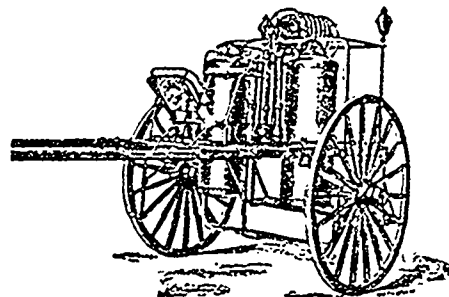
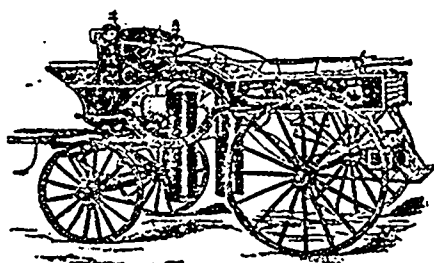
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MUNICIPAL DEPARTMENT

MUNICIPAL ELECTRIC LIGHTING.

By GEORGE WHITE-FRANER, A. AM. INST. ELEC. ENG.

The question of municipal electric lighting is one which, every day, is assuming more and more importance; and in view of the controversy that has arisen, and the arguments presented, it is one which ought to be seriously considered by every progressive community. No great public movement, of this or any other day, has been made without encountering violent opposition from those whose interest has laid in leaving things "as they are." Capital preys upon the necessities of mankind, and places obstacles in the way of proper and natural evolution; which forces, however, inevitably prevail ultimately. The granting of an electric lighting franchise, more especially in small communities, is in its very essence the conferring of a monopoly upon an interested corporation or individual; and its terms, conditions and privileges should be very carefully considered by those to whom is entrusted the guardianship of public rights and interests. For small communities of from 1,000 to 5,000 inhabitants, the arguments in favor of municipal ownership assume greater force; and it would appear to be almost a necessity that such should manage their public services—water supply and electric lighting—if only for the simple reason that such small fields are not greatly attractive to private capital; the consequence being that small towns must do their own electric lighting or go without. It is assumed that electric lighting is to be desired as being a better illuminant than either gas or oil, and being so, it is quite an object to be able to avail oneself of the superior service. Most small towns of the size mentioned are particularly favorably circumstanced for the embarking in such an undertaking, in that they generally own and operate their own water works system, and consequently have already employed a staff of men accustomed more or less to machinery. For them to go into electric lighting does not mean anything like the addition to staff and salaries that a private company would require, nor would they require to greatly increase their already installed boiler capacity. They also already have a building, and their extra bookkeeping will cost nothing. It is plain, therefore, that such towns neglect their advantages in not owning their electric plants. Little towns of any size, however, whether or not they have a pumped supply of water, can always operate a municipal plant and make sufficient profit out of residential and store lighting to pay for the entire cost of the system, and throw the street lighting in as a clear gain. This is not merely a theory. It is done, actually, and instances can be pointed to, which prove it. The advantage of municipal ownership are so

clearly recognized that civic plants are being installed in every civilized country, in increasing numbers. In fact, in Great Britain to-day, no franchises are given to private corporations, that do not include a clause providing for the purchase of the plant (both lighting and street cars) by the municipality after a certain term of years, if they so desire it. The installation of an electric lighting and power plant being a matter which requires careful consideration; and one in which a great deal of expense and trouble can be caused by the inexperience of those into whose charge the designing and operating of the system is given; it is thought that a series of short articles, dealing in a concise and comprehensive manner with the above problems, will be of more than interest. It is proposed, therefore, in subsequent numbers, to take up and carefully consider, all the various factors that contribute to the success, and more especially, to the economy, of its operations; and briefly, to consider the most efficient methods for the distribution and utilization of current, and the proper system of book-keeping and general management of an electric lighting or power business.

IMPROVED METHOD OF CLEANING RESERVOIRS.

Considerable advantage is claimed for an improved method of cleaning which has been introduced in the construction of the reservoirs which supply Omaha and Denver with water. As described the bottom of the reservoir is made to form several large pockets at the lowest points, in which are located blow-off valves, and through these, water or sediment of any description that may have collected, is discharged to any convenient point. The blow-off valves are of the disk pattern and are operated from small hydraulic cylinders over them, the valve stems, in each case, being continuations of the piston rods, work from the cylinders. Water under pressure is supplied underneath the pistons by pipes running along the reservoir bed, and the cylinders and pistons are so proportioned for the available pressure that, when the water is admitted, the total pressure under the piston is sufficient to raise the blow-off valves from their seats and allow the escape of water and mud from the reservoir. From each of the blow-off valve openings there is a 24-inch pipe running down vertically some fifteen feet, connecting with the main discharge pipe.

A COLOSSAL DRAINAGE SCHEME.

A drainage scheme on a colossal scale has been brought to the attention of the California Legislature for its endorsement. It is proposed to reclaim all the lowlands of the Sacramento Valley north of the Montezuma hills, at a cost of \$9,000,000, to meet which the entire district must be bonded. One has to go to Holland to find a reclamation work of equal magnitude. A powerful lobby, managed by a United States Senator, is said to be behind the bill providing for legislative sanction of the enterprise.

The plan more in detail calls for a by-

pass canal on the west side of the Upper Sacramento river to carry off the foothill water. Another by-pass canal on the east side of the river will carry the river flood-water that has always proved to be more than the channel could contain. From the confluence of the Feather and Sacramento rivers a great channel 4,000 to 4,500 feet wide will take the water all the way to Rio Vista, and thence to Suisun Bay and the ocean. These canals are designed to reclaim more than 1,000,000 acres of Sacramento Valley lands, now altogether or at times under water.

It is the opinion of the State Commissioner of Public Works that the result of the work contemplated in the bill will be to increase the assessed value of Sacramento Valley lands by \$50,000,000. The canals will not be excavated, as it is intended merely to build enormously strong levees on both sides of the proposed channels, leaving room for the flood-water to run between. There will be hundreds of miles of enormous levees if the plan is followed out, as levees will be thrown back from the canals at various points for the purpose of carrying the flood-waters into the main water-courses.

PRIMITIVE FIRE ENGINES.

The oldest known fire engine for pumping water is probably the one mentioned in the "Spiritalia" of Hero, about 150 B. C. This engine, it is said, was contrived with two single-acting pumps with a single beam pivoted between the two for working the plungers. The streams of water united in a single discharge pipe and passed up a trough having an air chamber, and out of a nozzle which might be turned in any direction as desired. Fire engines appear also to have been used extensively by the early Romans, who furthermore organized regular fire brigades.

In the early part of the sixteenth century a fire engine known as a "water syringe" was introduced, which, in a measure, resembled the modern forms of fire engines. This was mounted on wheels and the water was pumped by levers. This form of engine was very generally used in Germany. In England about the same time large brass syringes were used. These held several quarts of water and were operated by three men, two of them holding the syringe at each side with one hand and directing the nozzle with the other, while the third operated the plunger. It was necessary, after having discharged the water from the syringe to refill it from a well or cistern near the fire or from buckets. The syringes were later fitted to portable tanks of water. The first successful fire engine was probably the Newsham engine and this was the pioneer of manually operated fire engines. The pumps in these engines were built on many different designs, but in most cases they were operated by levers. Fire engines similar in form to the Newsham engine were in use up to the year 1850.

The death is announced on the 27th inst. of Henry Francis Ellis, City Clerk of St. Thomas, Ont., at the age of 78 years.

Mr. T. D. Galloway, Town Clerk of Warton, Ont., died on the 23rd of April, aged 61 years. He had held the position since the incorporation of the town in the year 1880.

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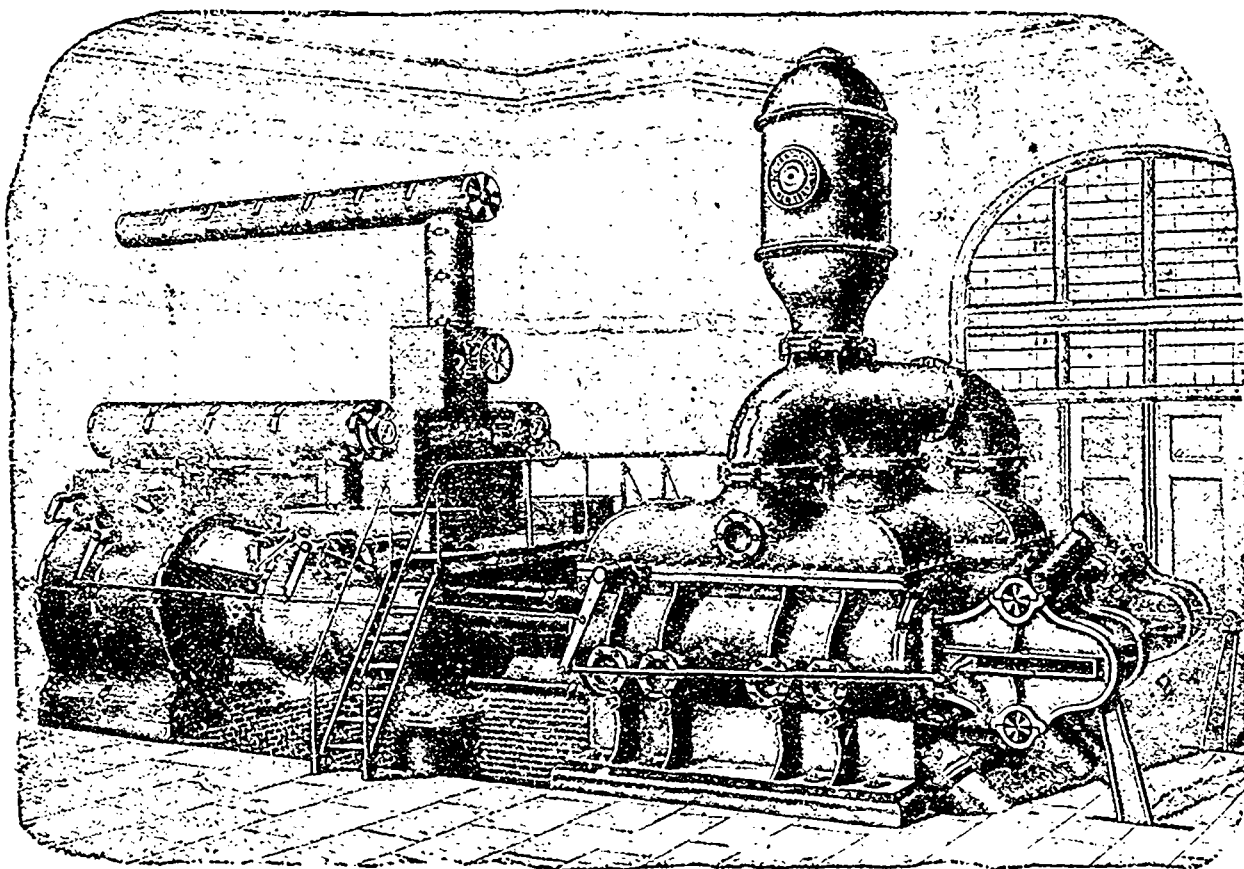
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CONDITION OF THE MARKET.

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