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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. 8.

DECEMBER 2, 1897

No. 44.

THE CANADIAN CONTRACT RECORD,

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

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To Contractors

Separate tenders, addressed to the undersigned, will be received through registered post up to noon on

JANUARY 1st, 1898,

for the various works required in the erection and completion of a

HOUSE OF INDUSTRY

at Beeton, Ontario, for the Municipal Corporation of the County of Simcoe

Plans and specifications may be seen on and after Monday, the 13th day of December next, at the offices of EDEN SMITH and EUSTACE BIRD, A.R.I.B.A., Architects, Toronto and Barrie.

A deposit in cash or marked cheque, payable to the order of the Treasurer of the County of Simcoe, equal to 5 per cent of the value of the work tendered for, must accompany each tender as a guarantee of good faith. Should any party or parties whose tender may be accepted fail to execute the necessary contract and give satisfactory security for the due fulfillment thereof, his or their deposit will be forfeited to the said counties.

Deposits of unsuccessful tenderers will be returned. The lowest or any tender not necessarily accepted

JOSEPH WHITESIDES,
Chairman Property Committee.

Elm Grove P.O., County of Simcoe, Ont.

F. H. Lamb, assignee of the Young Bros. Co., Hamilton, is offering for sale a quantity of soil pipe and fittings and lamp goods at Brampton, valued at \$5,000.

TENDERS

Tenders will be received by the undersigned until 12 o'clock noon on

SATURDAY, DEC. 11th,

for the various trades required in making alterations to the Industrial Home, Belmont street, Toronto. Plans can be seen on and after Monday, the 6th inst.

GORDON & HELLIWELL, Architects,
Confederation Life Building Toronto

CONTRACTS OPEN.

SPRUCEDALE, ONT.—A cheese factory will shortly be built here.

GIBSON, N. B.—The Baptist congregation will build a parsonage.

WOODSTOCK, ONT.—The town council has decided to purchase a steam road roller.

COBourg, ONT.—The citizens are moving to secure the erection of two more summer hotels.

PETERBORO, ONT.—The city council have passed a by-law to raise \$19,110 to pay for building sewers.

RIMOUSKI, QUE.—The provincial government will rebuild the court-house here recently destroyed by fire.

PARRY SOUND, ONT.—The Board of Trade are taking steps looking to the erection of a large hotel, to cost \$15,000.

BRANDON, MAN.—The Methodists are said to have decided upon the erection of a new church, to cost in the neighborhood of \$30,000.

ACADIA, N.S.—Dr. Trotter is endeavoring to raise \$75,000 for the Acadia university annex. About \$15,000 has already been promised.

ASHBURNHAM, ONT.—The village council will shortly consider a proposition made by the Water Company to supply the village with water.

FREDERICTON, N. B.—It is reported that James F. Vanbuskirk has purchased a building lot on George street and will shortly erect a handsome residence.

WINNIPEG, MAN.—The by-law to enable the city to borrow the sum of \$700,000 to establish a system of waterworks was carried by a vote of the ratepayers last week.

FORT FRANCES, ONT.—It is reported that the Dominion government will complete the Fort Frances locks, a work that was begun by the Mackenzie government years ago.

LEAMINGTON, ONT.—Gardiner Bros. purpose enlarging their basket factory.—G. W. Jackson has purchased a building site on Talbot street, and will erect a business block.

NANAIMO, B.C.—It is the intention of the E. & N. Railway Company to proceed at an early date with the construction of docks at Departure Bay at the East Wellington wharf site.

PETAWAWA, ONT.—The Petawawa Pulp and Lumber Co. will likely com-

mence building their mills early in the spring. Mr. A. T. Mohr, of Buffalo, is the chief promoter.

TILSONBURG, ONT.—Grading is being pushed rapidly on the extension of the Port Burwell road into the town. No contracts for the erection of the bridge have as yet been made.

LONGUEUIL, QUE.—The Atlantic & Lake Superior Railway Company has purchased 230 lots in the town for the terminus of the proposed bridge between that place and Hochelaga.

RICHMOND, QUE.—It is rumored that William Mitchell, general manager of the Drummond County Railway, is taking steps to have that road extended from Drummondville to Richmond.

ALMONTE, ONT.—An effort is being made to have a bridge built over Waba Brook, on the boundary between Pakenham and Fitzroy.—The County Council will repair the Glen Isle bridge.

INGERSOLL, ONT.—W. R. Smith, town clerk, will receive tenders until Monday, 6th inst., for the purchase of \$17,464.55 of twenty years' debentures, bearing interest at 4 per cent., payable annually.

CORNWALL, ONT.—Major Bros. & Co., of Montreal, have made a proposition to the town to build a large paper mill here. The council appointed a committee to confer with Major Bros. and report.

VICTORIA, B. C.—The government at Ottawa are now taking tenders for electric elevators for the public building here.—Weller Bros. have purchased property on which they will erect a five-story building.

LACHUTE, QUE.—It is rumored that the Atlantic and Lake Superior Railway Company, who own the Lachute and St. Andrew's railway, intend to convert it into an electric road and extend it to Carillon.

CHATHAM, ONT.—James C. Weir, secretary Water Commissioners, wants tenders before the 6th inst. for the purchase of two steam boilers and a deep well pump, formerly used at the Raleigh pumping station.

ROSSLAND, B.C.—The C.P.R. company intend, it is said, to construct a first class hotel under the shadows of the Crow's Nest Pass as soon as the railway is completed. The hotel will be close to the Crow's Nest lake.

STE. CUNEGONDE, QUE.—A petition has been received by the council protesting against the reconstruction of the burned Fauteau mills.—It has been decided to add 500 feet of new fire hose to the fire equipment.

GUELPH, ONT.—Mr. A. W. Campbell, C.E., Ontario Road Commissioner, was in the city recently, and gave instructions regarding improvements to the streets. He advocated pavements and sewers, and the purchase of a rock crusher.

BROCKVILLE, ONT.—Thomas Tompkins, contractor, will build a modern four-

story hotel on the corner of King and Hotel streets, in the centre of the business district. Plans are being prepared by a Montreal firm, and work will be started in the spring.

BOBCAYGEON, ONT.—Much interest is taken in the proposition to build an electric railway from Bobcaygeon to Peterboro. The proposition is to build a line to Scott's mills, some 12 miles east, thence to Buckhorn and Peterboro. This would avoid expensive bridges. The cost is estimated at \$200,000.

FORT WILLIAM, ONT.—The council has purchased property for a market place. Mr. H. H. Peacock has purchased a lot on Victoria ave. He will erect a commodious two story brick building next spring, at a cost of \$3,000. The by-law to raise \$75,000 for a waterworks system was carried by a majority of 68.

ST. JOHNS, QUE.—M. E. Z. Paradis, Q. C., is organizing a company for the construction of the proposed new power works on the St. Lawrence, between Laprairie and Caughnawaga.—The corporation have resolved to purchase a new steam fire engine and 500 feet of hose. Tenders for the same are now invited.

SHERBROOKE, QUE.—It is rumored that the Sherbrooke Street Railway Company will extend the line to Little Magog Lake next summer. It is also rumored that Messrs. R. N. Arkley & Son will construct a dam on the Magog below the Little Lake at a point on Mr. Henneker's estate, to develop supplementary power for the company.

WINDSOR, ONT.—The Windsor Curling Rink Company will erect a rink, at a cost of \$3,500.—The Finance Committee will recommend to the council that a by-law be submitted to the electors in January for the purpose of raising \$3,000 for the erection of an armory for the Twenty-First Battalion, providing the Dominion government give an equal amount.

HINTONBURG, ONT.—At the last meeting of the council it was decided to have an engineer prepare an estimate and plans of the drainage scheme to submit to the ratepayers at the next election.—The final proposition regarding the construction of a waterworks system will be submitted to the company shortly. The work is to be undertaken within one year.

BRIDGETOWN, N.S.—A company was formed here some time ago to supply electric light and power. Nothing was done, however, but the promoters now state that work will shortly be commenced. They have nearly completed arrangements whereby they will acquire the right to lay pipes, construct dams and sluices, and build a complete waterway from Currel's Brook. Both light and power will be supplied.

STRATFORD, ONT.—It is estimated that the city hall can be rebuilt for \$10,000.—It is understood that a citizen has had plans prepared and is endeavoring to complete arrangements for the erection of an opera house at an early date.—The town authorities are negotiating to buy the waterworks system from the company now operating it, and, providing the purchase is made, work will at once be commenced towards improving the system.

ANNAPOLIS, N. S.—The town recently engaged the services of Mr. Hodgson, C. E., of Boston, to make a survey for drainage purposes. He reports that a sewerage system can be put in for the sum of \$26,000. At the last meeting of council the report was discussed and the borrowing of \$13,500 recommended for the construction of a part of the system. A scheme for the town to own and run an electric plant was also discussed and the borrowing of \$12,000 recommended, subject to the consent of the ratepayers.

HULL, QUE.—The city engineer has completed plans for the extension of the

waterworks system, and tenders for the supply of the following are asked until today (Thursday): 275 feet of 14 or 15 inch cast iron pipe; 630 feet of 10 inch; 26,565 feet of 6 inch; 3,660 feet of 5 inch; 835 feet of 4 inch; 47 hydrants; valves, tees, crosses, and special castings; 25,000 lbs. of lead pipe for services; 6,000 lbs. of lead for joints; 200 lbs. of yarn; street service boxes, stop cocks, nozzles, etc.

QUEBEC, QUE.—Hon. Senator Landry, J. E. Martineau, William Henry Wiggs, Hon. Judge Chauveau, and others, are seeking incorporation from the Dominion Legislature under the name of the Canadian Acetylene Company.—The Montmorency Electric Light and Power Company are considering the feasibility of doing away with the present towers for crossing their wires over the St. Charles, by constructing a tunnel or subway under the bed of the river. Engineers are engaged in taking the necessary measurements and soundings.

LONDON, ONT.—Improvements are to be made to the Custom House here.—Building permits have been granted as follows: W. J. Thompson, two-story brick residence on King street, between Wellington and Waterloo; Moore & Henry, architects. George Loveless, two-story brick house, corner George and St. James streets. J. H. Vanston, brick veneer cottage on Byron avenue. John Davidson, Francis street, story and a half brick veneer residence.—A western firm have made a proposition to establish a factory in this city.

ST. JOHN, N. B.—The Free Public Library Commissioners have asked the council to borrow funds to purchase a site for a new library building. In discussing the matter in council, Ald. Christie pointed out that from \$90,000 to \$100,000 would soon be required for a new water main from Spruce Lake to Carleton. The proposed library building is estimated to cost \$20,000.—The proposition of A. Cushing & Co. to erect a pulp mill is under consideration by the council. There is a feeling in favor of assisting the enterprise.

HAMILTON, ONT.—There is a probability that within a short space of time the G.T.R. will undertake the important work of double-tracking the line between Hamilton and Niagara Falls. The work will cost about \$900,000.—W. P. Witton, architect, will receive tenders until Saturday next for alterations and additions to the Royal Hotel.—A report has been received by the City Council from the Committee of Fire Underwriters. The committee considers that the water pressure is inadequate for fire purposes, and recommends that the height of the standpipe be increased, and that there be a continuous standpipe pressure. This is suggested as a temporary relief until the city is prepared to spend \$125,000 or \$130,000 in improving the system.—Mr. C. J. Myles and Mr. Jennings, C.E., recently made a trip over the proposed route of the Hamilton, Grimsby and Beamsville railway from Beamsville to St. Catharines.

TORONTO, ONT.—The City Engineer has submitted his report to the City Council on the cost of installing an electric light plant for lighting the civic buildings and public parks, and also to supply power to manufacturers. The estimated cost of a plant for lighting streets, public parks and city buildings is given as \$400,000. A plant for commercial purposes, giving 60,000 incandescent lights and 1,000 horse power, is placed at \$580,000, of which \$300,000 would be required for underground conduits and cables.—James Ryan, chairman Sites and Buildings Committee of the Separate School Board, will receive tenders until Monday, 6th inst., for the erection of a four-room brick school on McDonnell square. Plans prepared by W. J. Smith, architect, may be seen at

28 Duke street.—Mr. C. C. Macdonnell has written to the Board of Control offering to sell the city the building on Simcoe street formerly occupied by the Attorney-General's office, to be converted into a branch hospital.—The City Engineer has reported against the establishment of an electric plant to pump the city water.—Kingsmill, Saunders & Torrance, solicitors for applicants, give notice of the formation of a company to construct a railway from Pyramid Harbor, near the head of Lynn canal, thence through the Chilkat Pass, Dalton's Post, on the Alsek river, to Five Finger Rapids, on the Lewes river.—Building permits have been issued as follows. George Gooderham, additional stories to 141-143 Spadina avenue, cost \$2,000, R. P. Powell, carpet factory, corner Bloor street and Manning avenue, cost \$1,000.

MONTREAL, QUE.—The Road Department has decided to extend the street work over three years, and consequently the estimate for permanent works next year will be \$697,000. The principal items are for the intercepting sewer down St. Alexander street, \$24,330; Sherbrooke street intercepting sewer, \$49,737.50; duplicating sewer on St. James street, \$103,871.00; main sewer for St. Denis Ward, \$29,513.00; sidewalks, \$75,000; Mountain street bridge, \$38,750; Notre Dame street bridge, \$35,800; renewing wood block paving on Craig street with scoria blocks or massillon, \$112,000; repairing St. Catherine street, wooden blocks, \$18,000.—The Board of Health has decided to advertise anew for properties suitable for a morgue. The new advertisements will not make it necessary for tenderers to file plans with their tenders.—The Finance Committee, at a meeting held last week, passed the Bonsecours market extension scheme.—The attorney of St. Henri has confirmed the opinion that the town has no power to build a new fire station without the consent of the ratepayers. The council will in all probability have to obtain the ratification of the ratepayers through a by-law.—Mr. Lacroix, the building inspector, has reported that it will require at least \$45,000 to repair the different markets. This did not include some necessary works to be done at the eastern abattoir. The Market Committee have decided to utilize the \$50,000 at the disposal of the committee to the extent of \$48,000 for the purpose, to be divided up among the markets.—The inspectors of prisons, in their report just submitted to the Legislature, recommend the erection of a new jail building in this city.—J. A. Chausse, architect, is preparing plans for extensive repairs to be made at the city hall, Maisonneuve. Tenders will be invited shortly.

OTTAWA, ONT.—County School Inspector Cowley reports that a new school is required in S. S. No. 3, March township.—E. F. E. Roy, secretary Department of Public Works, will receive tenders until Monday, 6th inst., for two electric elevators for a public building at Victoria, B. C. Plans at above department and at Victoria.—Mr. Taylor, of Russell avenue, is erecting a \$5,000 house on Blackburn avenue, to be finished next spring.—The T. Eaton Company, of Toronto, are negotiating for the purchase of a property on Sparks street with a view to erecting a large departmental store thereon.—Negotiations are pending for the erection of a large hotel at the southeast corner of Queen and O'Connor sts. The name of T. W. McDermott has been connected with the scheme.—The old building adjoining Morgan's livery on Sparks street is being demolished to make way for a substantial structure to be erected by Messrs. Bate & Sons.—The Department of the Interior is being urged to have artesian wells sunk in the more arid districts of the North-West, so as to render them profitable as cattle ranches.

—Mr. Molyneau St. John gives notice in the Canada Gazette of application to parliament for the incorporation of a company to construct a tramway between the head of Lake Lindemann and the mouth of the Lewis river.—Lafleur & Macdougall give notice for a company to operate a railway from Fort Selkirk to a point on the international boundary on a route towards the mouth of the Stickeen river, by way of the Hootilingqua river and Teslin lake, with branch lines.—A company has applied for a charter through Geoffrion, Dorion & Allan, of Montreal, to build a railway from a point on the Lewis river, between Five Fingers and Fort Selkirk, and a point on the international boundary, on a route towards the mouth of the Lynn canal, with branch lines.—Notice is given of application for an act to incorporate a company to build a railway from the head of the Lynn canal northward along Dalton's Trail to Fort Selkirk, N.W.T.—During the coming winter the Upper Ottawa Improvement Co. will build another steamer to ply on Chats lake.

FIRES.

McDougall & Co.'s saw mill at Maxville, Ont., was consumed by fire on Friday last. Loss, \$2,250; insurance, \$1,000.—The Victoria Block at Brandon, Man., owned by the Confederation Life Insurance Co., was lately destroyed by fire.—The loss by the Stratford fire, referred to in our last issue, is placed at \$15,000. The city hall was almost completely destroyed.—J. C. Dance's residence at Kingsmill, Ont., has been burned. Loss, \$3,000.—A disastrous fire occurred at St. Johns, Que., last week. The buildings burned were owned by V. Mailloux, L. Dubois, H. Black and M. Guillet.—A two-story brick structure at St. Catharines, Ont., owned by Mrs. Chas. Lobb, was damaged by fire last week. Loss covered by insurance.—The Niagara Steam Laundry at Niagara, Ont., was recently gutted by fire. Loss to building \$800; plant, \$1,500; partially insured. The building was owned by Mrs. C. A. Hill.—Lawrence's tannery and Larrigan's factory at Burt's Corner, fifteen miles above Fredericton, N.B., were burned last week. Insured for \$5,500.—The felt factory at the Government Indian Industrial school at Qu'Appelle, N.W.T., was totally destroyed by fire on Saturday morning last; loss, \$5,000.—The Merchants' Hotel at Brandon, Man., was badly damaged by fire on Friday of last week.—Richardson & Sons' large elevator at Kingston, Ont., has been totally destroyed by fire. Loss, \$60,000.—A serious fire broke out at Carberry, Man., on the 30th ultimo. Among the losers are: Massey-Harris Co., Sylvester Bros., E. Morton, H. Robertson, J. B. Henderson, James McFetridge and Logan & Co.

CONTRACTS AWARDED.

HAWKESBURY, ONT.—The town has purchased a Ronald fire engine for \$3,200.

TILBURY NORTH, ONT.—Tilbury North council has let the contract for two steel bridges on Tremblay creek, for \$235 each, to the Stratford Bridge Co.

HAMILTON, ONT.—The Fire and Water Committee have awarded the contract for an aerial truck to the Ronald Fire Engine Company, of Brussels, at \$1,950.

KINGSTON, ONT.—J. O'Shea, of Prescott, has been awarded the contract for pile-driving for the foundations of the new grain elevator of the Montreal Transportation Co., and has commenced work.

GATINEAU POINT, QUE.—William Smith has been given the contract for waterworks and electric light systems. The electric light plant will be installed at once, but operations on the waterworks system will not commence until next spring. The plans were prepared by Mr. Dupont, C.E., of Montreal.

LACHINE, QUE.—The Central Bridge Company have just erected a 100 foot girder bridge for C. P. R. here, over the G. T. R. and Montreal Island railway tracks. In the last issue of the RECORD this item was erroneously given under Lachute news.

MAISONNEUVE, QUE.—J. Alcide Chausse, architect, of Montreal, has awarded contracts for all works for the repairs to the city hall, chief of police residence, and the erection of a public hall, to Messrs. Hamel & Blean, of this town. Work will begin at once.

DUNDAS, ONT.—The town debentures, amounting to \$9,000, issued for erecting a fire hall and building a dam, have been sold to Stimson & Co., of Toronto, at \$226 premium.—Contracts for improvements to the H. & D. railway station have been let as follows: Carpenter work, Owen Hodges; brickwork, Walter Holmwood; painting and glazing, John Taylor.

QUEBEC, QUE.—E. M. Talbot, architect, has awarded contracts as follows for a villa restaurant for Elzear Savard: Masonry, Francois Parent; carpentry, J. H. Gignac.—The contract for the construction of St. Victor de Tring church has been awarded to Mr. Page, contractor, of St. Raymond. The church will be of Whitton granite, and will cost \$30,000. Messrs. Tanguay & Vallee are the architects.

WINDSOR, ONT.—Six bids were received for the purchase of \$20,000 of debentures, as follows: Canadian Bank of Commerce, \$20,212; Hanson Bros., brokers, Montreal, 101.16 p.c.; Jas. A. Meldrum, Toronto, \$20,153 and accrued interest; Geo. A. Stimson & Co., Toronto, \$20,232, with accrued interest; C. E. Gault & Co., Toronto, 101.55 per cent. and accrued interest; G. V. G. Grenhill, for the Standard Life Insurance Co., Montreal, \$20,400 and accrued interest or 102 per cent. The latter was accepted.

LONDON, ONT.—The council here finally awarded the contract for sections "L," "M," "N" and "O" of the sewerage system to A. J. Brown, of Toronto; price \$39,060.—Contracts for the new ambulance building at the police station have been let as below: Carpenter work, W. R. Scott, \$375; brickwork, Josiah Garratt, \$300.—A spire, to cost \$2,000, will be built on the church of St. John the Evangelist. The contractors are Win. Hayman & Son, the sub-contractors being Wm. Gerry for the carpenter work and Stevely & Son for the galvanized iron.

MONTREAL, QUE.—Mesnard & Daoust, architects, have let the masonry contract for a building on Cathedral street for Messrs. Perrault to Martineau & Pronoveau. Same architects have accepted tenders as follows for a cottage to be built on Laval avenue for J. B. G. Perrault: Masonry, Martineau & Pronoveau; carpenter and joiner's work, J. Binette. Cost \$6,000.—A. St. Louis, architect, has accepted the following tenders for three houses on St. Denis street for Theo. Lessard: Carpenter work, Bernard & Son; bricklaying, Major & Leroux; other trades not let.

MARKET CONDITIONS.

Much interest is now centred around the cement market. The stock in the hands of dealers is unusually light, and as navigation is drawing to a close, it is doubtful if any more will be received, as the two last steamers that cleared from Antwerp with large quantities met with mishaps and were obliged to put in at the nearest point for repairs, which has delayed them too long in order to proceed, as they are both very slow vessels. In consequence of the above and the fact that Belgian makers have been over-

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THE ROYAL VICTORIA COLLEGE, Montreal.

THE PROTESTANT INSANE ASYLUM, Verdun, near Montreal.

THE GRAND HOTEL, St. Hyacinthe, Que.

THE NEW CUSTOMS-APPRAISERS STORES, NEW YORK, now building, which will consume 5,000 tons.

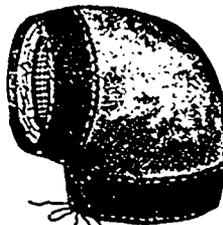
THE PARLIAMENT BUILDINGS, OTTAWA, portion of which was recently destroyed by fire and rebuilt.

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crowded with orders from all over the continent this season they have found it impossible to fill their contracts with Canadian importers promptly. At the present time there is every indication that there will be a scarcity of cement this winter, and a much higher range of prices is almost certain. In regard to English brands, the import was very small this season, being only 38,849 barrels, against 129,527 barrels Belgian. Last year 50 per cent. of the Canadian demand was supplied by English cement. The falling off this year is due to the fact that makers had advanced prices fully 8d per cask, which means 15 per cent.

In Montreal an active trade is doing in pig and galvanized iron. The advent of winter freight rates has effected the glass and paint trade.

Toronto dealers report numerous inquiries for wire nails. Orders for cut nails have been a little better, but the volume of business is still light. Stocks of iron have become considerably reduced, and trade is quite brisk. In the glass market the most enquiry is for the first two breaks.

COMMON MORTAR.

Common mortar, says the Building News, is composed of quicklime and sand, reduced to a paste with water. The lime should be pure and completely free from carbonic acid, the sand should be free from clay, partly in the state of fine sand and partly in the state of gravel. The water should be pure, and if previously saturated with lime so much the better. The best proportions are: 3 parts of fine sand, 4 parts of coarse sand, 1 part of quicklime recently slaked, and as little water as possible. The addition of burnt bones improves the tenacity of the mortar, and prevents the tendency to crack in drying. They should not exceed 25 per cent. of the lime employed.

The addition of garden-mould, cinder-

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ashes, and rubbish to this for the foundation of buildings spoils the mortar; moreover, the addition of dust-bin ashes is positively injurious to the health of whoever inhabits the house built with such mortar or plaster, because the lime in the mortar, together with moisture, will breed a multiplicity of germs from the dust-bin refuse which will produce many infectious diseases. Anyone who doubts this should smell the offensive emanation given off from the plaster of a shoddy or "jerry-built" house. The odor is most disgusting, and if inhaled for any length of time will produce serious throat diseases. The sand should be hard, sharp, gritty, and not too fine; it should be free from all organic matter. Good sand suited for mortar only can be rubbed between the hands without soiling them. The water should also be free from organic matter, and on this account should not be taken from stagnant ponds. The presence of salt in mortar causes an efflorescence of white, frothy blotches on the surfaces of the bricks, and renders the mortar liable to white moisture. To get rid of these white patches, wash the surface with hydrochloric acid and water. The sand in mortar is to increase the resistance of the mortar to crushing and lessen the amount of shrinking, and to reduce the bulk of the more costly material, lime. Water is the agent affecting a combination between the materials, and as sand does not increase in volume, it necessarily follows that no more of the diluting

element should be employed than is absolutely necessary to fill the interstices between the sand, and render the whole into a paste convenient for use.

Hydraulic mortar can be made by mixing $\frac{1}{2}$ to $\frac{1}{4}$ part of alum shale to the lime. The compound dries very hard and impermeable.

CONSOLIDATION OF WIRE INTERESTS.

A dispatch from New York says: Efforts were begun six months ago to consolidate under one ownership and management the wire rod, wire nail, and other wire interests in the United States. Material progress has been made in the last ten days, and yesterday a meeting was held at which every wire manufacturer in the country was represented. J. P. Morgan & Company are financial backers of the enterprise, which involves \$60,000,000. The capital will be furnished by American, British and German firms. Mr. Morgan is now in Europe for the purpose of interesting foreign investors in the scheme. It is understood that each mill will be purchased outright by a company formed recently at an appraised valuation, to be paid for two-thirds in cash, and the other third in equal portions of preferred and common stock. There is every reason to believe that by February 1st every wire mill in the country will be owned and operated by the Morgan people, with John W. Gates, of Chicago, as president of the company.

The Vulcar Iron Works, Winnipeg, Man., have been purchased by John McKechnie.

The plant of the Guelph Norway Iron & Steel Company has been sold to John Taylor, for \$9,700.

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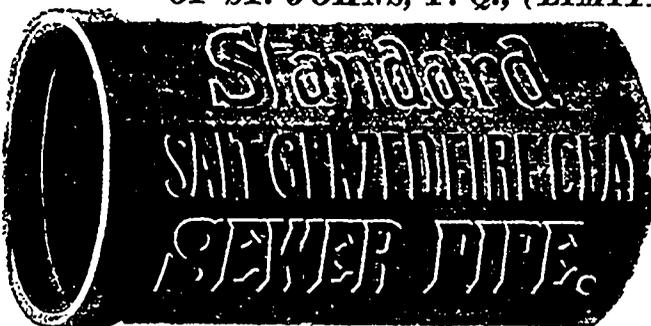


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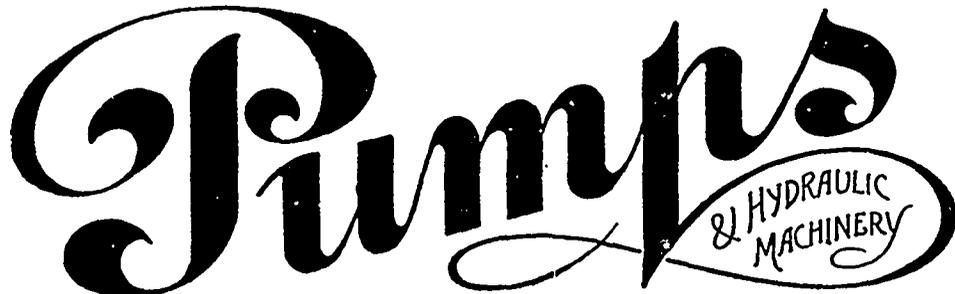
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TO MUNICIPAL OFFICERS.

The CONTRACT RECORD is desirous of publishing, as far as possible, advance information regarding projected works of construction in all parts of Canada, such as sewerage and waterworks systems, railways, street pavements, public and private buildings, etc. Municipal officers would confer a favor upon the publisher by placing at our disposal particulars of such undertakings which are likely to be carried out in their vicinity, giving the name of the promoter, character of the work, and probable cost. Any information thus furnished will be greatly appreciated.

CAMPBELLTON WATER WORKS.

A Montreal company some time ago constructed a water works system at Campbellton, N. B. The service and price are claimed to be unsatisfactory, and the town last year took action towards acquiring the water works. An act was passed at the last session of the Legislature providing for expropriation under certain conditions. By virtue of that act the town offered the company \$50,000, which was not accepted. It then became necessary to employ arbitrators under the terms of the act. The town has appointed C. C. Gregory, C. E., of Antigonish. The company's arbitrator is a Montreal engineer. The third is appointed by the chief justice. Recently John McAllister and L. A. Currey for the town, and A. A. Stockton and William Pugsley for the company, appeared before Chief Justice Tuck to request the appointment of the third man. The chief justice named George McLeod, of St. John, who seemed to be acceptable to both parties. The board will meet at Campbellton to organize and appoint the time of hearing.

The work on the water works system at Lawrencetown, N. S., is nearly completed, and will cost about \$9,000. Two reservoirs have been constructed, the upper one at an elevation of 250 feet and the lower one at 135 feet. The capacity of the latter is nearly 100,000 gallons. Twelve hydrants will be placed in town, and about fifty houses will use the water from the first. The system is an excellent one, and has probably been obtained at a smaller outlay than any other system in the province, owing to the short distance from the town to the source of supply, the upper reservoir being only about a mile and a quarter distant.

THE NUMBER OF BRICKS REQUIRED IN PAVEMENTS.

Brick-makers, engineers and city officials frequently have occasion to ask: How many brick required for a yard of brick pavement? The accompanying tables will answer all such questions at a

glance. Full explanations accompany each table, so that little need be said here. Probably the following example is sufficient:

How many brick required for a yard of pavement, if the brick are $2\frac{1}{4} \times 3\frac{3}{8} \times 7\frac{3}{8}$? Looking in Table I under $3\frac{3}{8}$ and opposite $7\frac{3}{8}$ we find 38.7, which shows that 38.7

TABLE I.* NUMBER OF BRICK REQUIRED FOR ONE SQUARE YARD OF FOUNDATION COURSE.
Brick Laid Flatwise with $\frac{1}{4}$ inch Joints.

Length of Brick in Inches.	Width of Brick, in Inches.										
	$3\frac{1}{2}$	$3\frac{3}{8}$	$3\frac{1}{2}$	$3\frac{3}{8}$	4	$4\frac{1}{8}$	$4\frac{1}{4}$	$4\frac{3}{8}$	$4\frac{1}{2}$	5	6
$7\frac{3}{8}$	43.2	41.8	40.5	39.3	38.1	37.0	36.0	35.1	34.1	30.9	27.9
$7\frac{1}{2}$	42.5	41.2	39.9	38.7	37.6	36.4	35.4	34.6	33.6	30.4	25.5
8	42.0	40.5	39.3	38.1	36.9	35.9	34.9	34.0	33.1	29.9	25.1
$8\frac{1}{8}$	41.3	39.9	38.7	37.6	36.4	35.3	34.4	33.5	32.6	29.5	24.8
$8\frac{1}{4}$	40.6	39.3	38.1	37.0	35.9	34.8	33.9	33.0	32.1	29.1	24.4
$8\frac{1}{2}$	40.1	38.7	37.6	36.5	35.4	34.3	33.4	32.6	31.6	28.6	24.1
$8\frac{3}{8}$	39.5	38.2	37.0	36.0	34.8	33.8	32.9	32.1	31.1	28.2	23.7
$8\frac{1}{2}$	38.9	37.7	36.5	35.4	34.4	33.3	32.5	31.6	30.7	27.8	23.4
$8\frac{3}{4}$	38.4	37.1	36.0	35.0	33.9	32.9	32.0	31.1	30.3	27.4	23.1
$8\frac{7}{8}$	37.9	36.6	35.5	34.5	33.4	32.5	31.5	30.7	29.9	27.1	22.8
9	37.3	36.1	35.1	34.0	33.0	32.0	31.1	30.3	29.5	26.7	22.4
10	33.8	34.1	31.6	30.7	29.7	28.9	28.1	27.4	26.6	24.1	20.2
12	28.2	27.3	26.4	25.9	24.9	24.2	24.0	22.9	22.7	20.2	16.9

* Computed and copyrighted by Ira O. Baker, Professor of Civil Engineering, University of Illinois.

TABLE II.*—NUMBER OF BRICK REQUIRED FOR ONE SQUARE YARD OF TOP COURSE.
The upper number in each case is for $\frac{1}{4}$ inch joints, and the lower for $\frac{1}{2}$ inch joints.

Length of Brick in Ins.	Thickness of Brick, in Inches.											
	$1\frac{1}{8}$	2	$2\frac{1}{8}$	$2\frac{1}{4}$	$2\frac{3}{8}$	$2\frac{1}{2}$	$2\frac{3}{8}$	$2\frac{3}{4}$	$2\frac{7}{8}$	3	4	5
$7\frac{3}{8}$	82.1	77.6	73.2	69.3	65.8	62.8	59.7	57.5	54.9	52.7	39.9	32.2
$7\frac{1}{2}$	76.2	72.0	68.0	64.8	61.8	58.9	56.4	54.0	52.0	49.8	38.1	30.9
$7\frac{3}{8}$	81.1	76.2	72.0	68.0	64.8	61.8	58.9	56.4	54.0	52.0	39.3	31.6
$7\frac{1}{2}$	75.3	70.8	67.2	63.9	60.8	58.1	55.4	53.1	51.1	49.1	37.6	30.4
8	80.1	75.3	70.8	67.2	63.9	60.8	58.1	55.4	53.1	51.1	38.7	31.2
8	74.1	69.8	66.1	62.9	60.0	57.0	54.4	52.5	50.8	48.4	36.9	30.0
$8\frac{1}{8}$	78.5	74.1	69.8	66.1	62.9	60.0	57.1	54.4	52.5	50.4	38.1	30.7
$8\frac{1}{4}$	72.8	58.9	65.1	62.0	59.2	56.4	53.8	51.6	49.7	47.7	36.4	29.6
$8\frac{1}{2}$	77.1	72.8	68.9	65.1	62.0	59.2	56.4	53.8	51.6	49.7	37.6	30.2
$8\frac{3}{8}$	72.0	67.9	64.2	61.1	58.1	55.5	52.9	50.8	48.9	47.0	35.9	29.1
$8\frac{1}{2}$	76.2	72.0	67.9	64.2	61.1	58.1	55.5	52.9	50.8	48.9	37.0	29.8
$8\frac{3}{8}$	70.8	66.8	63.2	60.0	57.4	54.7	52.3	50.0	48.2	46.3	35.3	28.6
$8\frac{1}{2}$	75.4	70.8	66.8	63.2	60.0	57.4	54.7	52.3	50.0	48.2	36.5	29.3
$8\frac{1}{2}$	69.7	65.8	62.3	59.2	56.6	53.8	51.4	49.3	47.5	45.7	34.8	28.2
$8\frac{3}{8}$	74.1	69.7	65.8	62.3	59.2	56.6	53.8	51.4	49.3	47.5	36.0	28.9
$8\frac{3}{8}$	68.9	64.8	61.4	58.4	55.9	53.1	50.6	48.7	46.8	45.1	34.4	27.8
$8\frac{3}{4}$	73.2	68.9	64.9	61.4	58.4	55.9	53.1	50.0	48.7	46.8	35.4	28.5
$8\frac{3}{4}$	67.9	63.8	60.6	57.6	54.9	52.5	50.0	48.0	46.1	44.4	34.0	27.5
$8\frac{7}{8}$	72.0	67.9	63.8	60.6	57.6	54.9	52.5	50.0	48.0	46.0	35.0	28.1
$8\frac{7}{8}$	67.1	63.2	59.7	56.8	54.2	51.6	49.3	47.3	45.5	43.7	33.4	27.1
9	71.2	67.1	63.2	59.7	56.8	54.2	51.6	49.3	47.2	45.5	34.5	27.7
9	66.1	62.3	58.9	56.1	53.6	51.0	48.7	46.8	44.9	43.1	33.0	26.6
10	64.1	60.3	58.6	53.8	51.2	48.9	46.6	44.5	42.6	41.0	31.1	25.0
10	59.7	56.7	52.9	50.6	48.3	45.9	44.1	42.2	40.5	38.9	29.7	24.1
12	53.5	50.4	47.5	44.8	42.6	40.8	38.9	36.1	35.6	34.3	26.0	20.9
12	49.8	47.0	44.6	42.4	40.4	38.4	36.7	35.3	33.9	32.6	24.9	20.2

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brick will be required per yard for foundation course. Looking in Table II under $2\frac{1}{4}$ and opposite $7\frac{3}{8}$, we find that if the joints are $\frac{1}{8}$ inch each it will require 68.0 per yard for top course, but if the joints are $\frac{1}{4}$ inch it will require only 63.9. Hence, with the closest joints in the top course it will require 38.7 plus 68.0, equal 106.7 brick per yard of pavement; and if the top course has $\frac{1}{4}$ inch joints, it will require 38.7 plus 63.9, equal 102.6 per yard.

The tables can be used in estimating the number of brick required for any proposed job, or they can be used in determining how many brick were broken and rejected on any job, provided a record has been kept of the number of brick delivered.—Prof. Ira O. Baker, in the Clay-Worker.

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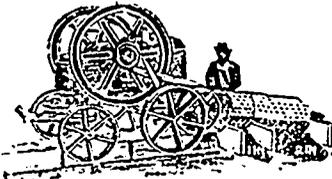
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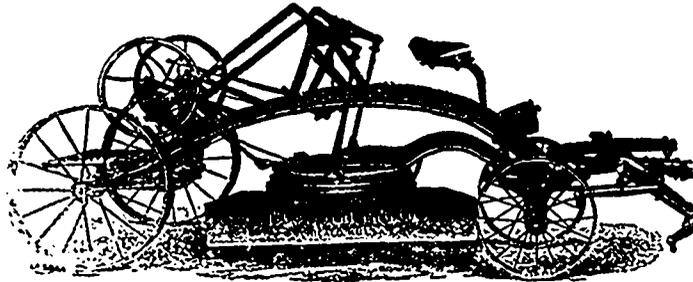
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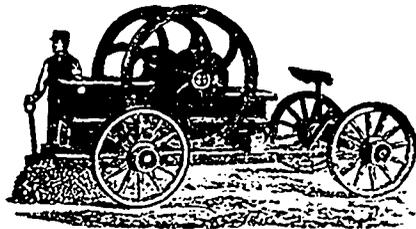
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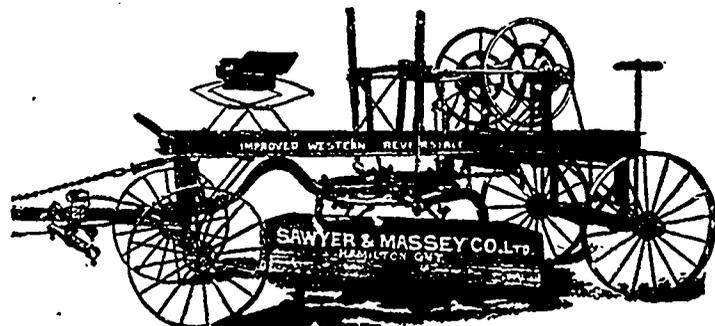
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