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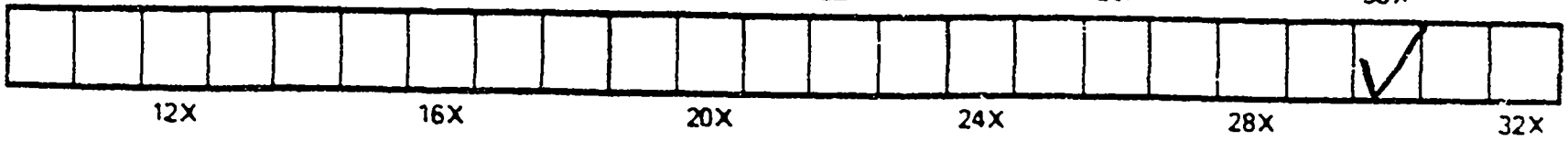

CANADIAN CONTRACT RECORD

A Weekly Journal of Advance Information and Public Works.

ITS PURPOSE: TO SUPPLY TO CONTRACTORS ADVANCE INFORMATION RESPECTING CONTRACTS OPEN TO TENDER, AND TO ARCHITECTS, ENGINEERS, MUNICIPAL AND OTHER CORPORATIONS, A DIRECT MEDIUM OF COMMUNICATION WITH CONTRACTORS.

ITS MERIT: ECONOMICAL AND EFFECTIVE SERVICE.

Vol. 2. *Toronto and Montreal, Canada, March 14, 1891.* *No. 5*

THE CANADIAN CONTRACT RECORD,

A Weekly Journal of Advance Information and Public Works,

PUBLISHED EVERY SATURDAY

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

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

C. H. MORTIMER, Publisher,

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

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Bell Telephone 2299.

Information from any part of the Dominion regarding contracts open to tender, sent exclusively to this journal for publication, and not elsewhere published, will be liberally paid for.

ADVERTISING RATES ON APPLICATION.

At its Convention held in Toronto, Nov. 20 and 21, 1889, the Ontario Association of Architects signified its approval of the CANADIAN CONTRACT RECORD, and pledged its members to use this journal as their medium of communication with contractors with respect to advertisements for Tenders.

The following resolution was unanimously adopted at the First Annual Meeting of the Province of Quebec Association of Architects, held in Montreal, Oct. 10th and 11th, 1890: "Moved by M. Perrault, seconded by A. F. Dunlop, that we the Architects of the Province of Quebec now assembled in Convention being satisfied that the CANADIAN CONTRACT RECORD affords us a direct communication with the Contractors,—Resolved, that we pledge our support to it by using its columns when calling for Tenders."

The publisher of the "Canadian Contract Record" desires to ensure the regular and prompt delivery of this Journal to every subscriber, and requests that any cause of complaint in this particular be reported at once to the office of publication. Subscribers who may change their address should also give prompt notice of same, and in doing so, should give both old and new address.

TENDERS WANTED.

Tenders will be received by the undersigned until THURSDAY, THE 19TH INST., for the several works required in the erection of a House on Johnston Street, Kingston. Plans and specifications to be seen at the office of the undersigned.

The lowest or any tender will not necessarily be accepted.

POWER & SON, Architects,
Lion Block, Kingston.

TENDERS.

Local Improvements—Eglinton Avenue.

Tenders will be received by the undersigned for the Corporations of North Toronto and York Township, for Grading, Macadamizing, Bridging, &c., on Eglinton Ave., between Yonge Street and Forest Hill Road. Plans, specifications &c., can be seen and tenders received at office of undersigned up to SATURDAY, MARCH 21ST, 1891, at 5 p.m. The lowest or any tender not necessarily accepted.

PETER S. GIBSON, C.E. & P.L.S.,
Engineer for Corporation.

Willowdale, March, 1891.

TO ARCHITECTS.

Office and good-will for sale, or will take partner; city. For full particulars, address "R. A.," care CANADIAN ARCHITECT AND BUILDER.

TO CONTRACTORS.

This is not a "Job," but is in reference to a matter which may prove interesting and profitable to our subscribers, especially the building fraternity and architectural students.

To encourage system in taking out quantities, and assist contractors to avoid the losses so frequently incurred as the result of hap-hazard methods of estimating,

A PRIZE OF $20

will be given for the most complete and best arranged Bill of Quantities figured from plans and specifications of a house, actually built, which will appear in the CANADIAN ARCHITECT AND BUILDER for March.

For full particulars of this competition see the March number of the CANADIAN ARCHITECT AND BUILDER.

VENTILATION BY HEAT.

A paper read by Mr. W. P. Buchad, Sanitary Engineer, before the Philosophical Society of Glasgow, says: "Some time ago I was testing the speed of air up the ventilating pipe from the ceiling of a church. The vertical part of this pipe was about 40 feet high, while the diameter of the pipe was 18 inches. Near the bottom of the vertical pipe there was a small circular gas tube, with provision for lighting a dozen of gas jets when wished. I first tested the ventilating pipe without the gas being lighted, when the speed indicated was 160 linear feet per minute. This was no great speed, but it showed that the heat of the gas gave considerable increase of up-current. Then the question occurred, would the speed be still further increased by suspending a piece of 12-inch pipe, and say 3 feet long, of thin sheet-iron a little above the gas jets, so that when these jets are lighted they would heat the 12-inch tube, and so increase the current? As it was going to be rather troublesome to make the experiment with the 18-inch pipe, I constructed a 6-inch diameter pipe, 3 feet long, with a 3-inch diameter inlet at its foot, but to one side, the bottom being closed with a lid. The 3-inch diameter inlet was to suit the anemometer. Upon suspending a piece of 3-inch diameter thin sheet-iron tubing, 1 foot long, above a No. 4 Bray's gas burner, placed inside of the 6-inch pipe, the speed indicated, with the gas lighted, was 520 linear feet in two minutes. With the 3-inch tube removed, the speed rose to 585 feet, in the two minutes, showing a difference of 65 feet. The inner tube in this case, therefore, did more harm than good. Another experiment was thereafter made with a piece of plain sheet iron about 1 foot long and 5½ inches wide, suspended a little above the gas, with the result that with this sheet-iron plate on, the speed indicated was 555 feet in two minutes. The use of the plates would, therefore, appear to be a mistake, and a pure waste of money also, the up-current being fully five per cent. less with it than without it.

This loss of speed with the inner tube or the plate suspended above the gas, I attribute to the extra friction.

As Mr. Aitken, of Darroch, has stated that there are about 400,000,000 particles of matter in a cubic inch of air above a Bunsen gas burner, we have still an ample quantity to heat the air in a ventilating tube, without the addition of either the inner tube or suspended plate above referred to, supposing the number of particles of matter above an ordinary gas jet were less than a quarter of the number mentioned by Mr. Aitken.

In order to get the full value of the heat and conserve it for the up-current, it would be all right to wrap asbestos or felt around the outside of the pipe, but suspending large concentric pipes or plate inside the outlet ventilating pipe in the manner described, appears to me to be a pure waste of money. They retard the up-current, and so harm the ventilation, whether the gas is lighted below them or not, and in many cases, in practice, the gas would not require to be lighted, as when there was wind or other natural cause to produce a good up-current. In this latter case suspension of a pipe or plate inside of the outlet pipe would simply be a continuous check. In fact in thousands of cases, were the outlet ventilating pipes put in large enough, and fitted up properly, no gas would be needed—as, *e. g.*, for one-storied schools, and for churches and many halls, etc.

A new roofing material is mentioned in the German papers in the shape of a sort of metallic slate, somewhat similar to that used among us, but enameled so as to be proof against moisture or acid vapors. Metallic slates of tin and galvanized iron have long been used in Germany, and galvanizing has been pronounced by the highest scientific authority there to be the best protection against rust that has yet been applied to iron.

CONTRACTS OPEN.

TOTTENHAM, ONT.—A grain elevator is to be built here.

DRAYTON, ONT.—The question of adopting electric street lighting is under consideration.

DESERONTO, ONT.—The Deseronto Navigation Co. will build a large side wheel steamer.

STRATFORD, ONT.—A stand-pipe is needed to complete the efficiency of the waterworks system.

ST. CATHARINES, ONT.—The Baptist Church was destroyed by fire on the 1st inst. Arrangements will be made to rebuild.

AMHERSTBURG, ONT.—Tenders will be received by the Town Clerk until the 1st of April, for the construction of water works.

MILLBANK, ONT.—Mr. Geo. Shearer, Poole, Ont., will receive tenders until April 4th, for the erection of a brick church at this place.

BELLEVILLE, ONT.—Mr. Thomas Hanley is preparing plans for improvements to St. Thomas Church; also for a number of residences.

NANAIMO, B. C.—The United Brewery Co., lately organized, is making preparations for the erection of new buildings as soon as the weather will permit.

W. TORONTO JUNCTION, ONT.—It is rumored that Messrs. Campbell & Mossman of Toronto contemplate the erection of a business block and music hall in Dundas St.

LONDON, ONT.—The Public School Board wants tenders for school desks.—Tenders are wanted for the necessary supplies for the water works department for the current year.

MOUNT BRYDGES, ONT.—Mr. J. Thomas, of of this place, will receive tenders until the 27th inst. for the erection of an Oddfellows' hall. Separate tenders wanted for masonry.

BROCKVILLE, ONT.—The New York Central Railway is said to be at the back of a scheme to bridge the St. Lawrence in this neighborhood.—The Council want tenders for 100,000 feet of pine and cedar lumber for street purposes

WOODSTOCK, ONT.—It is rumored that the S. O. Pacific Railway line will be extended from Woodstock to Suspension Bridge next summer, and that the G. T. Railway will build a spur line from Linden or Copetown to Brantford.

WINNIPEG, MAN.—The Dept. of Works, Ottawa, invites tenders for the construction of a bridge over Old Man's River at McLeod.—The Moosomin & Souris Railway and Coal Co. will apply to the Dominion Government for an Act of Incorporation to enable them to build a railway from Moosomin to a point near the international boundary.

NEW WESTMINSTER, B. C.—Preparations are proceeding for the erection, in the near future, of a large business block, mentioned in the RECORD some weeks ago as about to be erected by a syndicate of local capitalists, and which will occupy the block bounded by Columbia, Lorne, Clarke and McKenzie sts.—It is understood to be the intention to rebuild the Masonic building lately destroyed by fire.—The Council will be urged to erect a new bridge over the river at this place.

OTTAWA, ONT.—It is understood to be the intention of the Dept. of Railways and Canals to shortly call for tenders for the construction of a drain through the lands on the north side of the Lachine Canal, to carry off surplus water and avoid suits for damages against the Government. The estimated cost of the work is $100,000.—It is stated to be the intention of the Provincial Government to build a new wing to the Ottawa Normal School at a cost of $25 000.

MONTREAL, QUE.—A meeting of Freemasons is to be held on the 31st inst., to consider a project for the erection of a Masonic temple.—Meetings are being held for the purpose of considering ways and means for the erection of a Home for the intemperate.—A by-law has passed the Council providing that on a sufficiently signed petition being presented by the owners of property bounded by a lane on the rear side, such lane may be entirely paved with stone, asphalt, macadam or other permanent materials excepting wood.—The following building permits have been granted: *Ulderic Provencher, 2-storey wood and bk. House*, Duquette street, O. Champoux, contractor; cost, $1,700; Canadian Meat Co., wood and bk. warehouse, cor. Murray and Wellington streets, cost $2,000; Frs. Godin, three 3-storey wood and bk. houses, 700 St. Laurent street, cost $6,000.

HAMILTON, ONT.—At the next meeting of the Collegiate Institute Board, the question of providing increased accommodation will be considered.—The Chedoke Street Railway Co. is applying for incorporation for the purpose of constructing a street railway with single or double track through the Townships of Barton and Glanford for the carriage of freight and passengers. The motive power to be steam, electricity, or whatever the township authorities may permit. The names of the provisional directors are: W. G. Walton, William Magee, Jr., John A. Barr, James Chisholm and John Dickenson.—The City Engineer has reported that the cost of diverting the James and Park street sewers, in view of the probable construction of the Toronto, Hamilton and Buffalo Railway, will be $30,000.—Mr. Stewart, architect, is preparing plans for a four storey rear wing for the St. Nicholas Hotel

KINGSTON, ONT.—News has been received from Albany that it is the intention of one of the American railway companies to erect a bridge over the St. Lawrence River in St. Lawrence County to the Canadian shore. The bridge is designed to be used for railroad and other purposes. Messrs. Jones, Griffith, Hunly, Coal and Reynolds, of Albany, have been appointed to locate the bridge.—Plans are in course of preparation for a new Separate School building. They will be considered at a meeting to be held a few days hence.—Construction will begin in April on the proposed Kingston & Smiths' Falls Railway.—A site has been purchased and plans prepared for a new Baptist Church; the final arrangements are under consideration by the congregation.—Plans will be completed in a day or two for necessary improvements to the Congregational Church.—Mr. Robt. Gardiner has purchased a lot on Carleton Island on which he proposes to erect early in the spring a handsome summer cottage.

TORONTO, ONT.—The Medical Health Officer recommends the erection of pumping stations on the Island.—The Public School Board for the current year contemplate the erection of the following new schools: A four room school on Fern ave., estimated to cost $10,500; an eight room school in St. Mark's ward, estimated to cost $30,300; a four room school in Rosedale to cost $15,000; a two room school in St. Lawrence ward to cost $8,000; a two room school in the eastern part of St. Matthew's ward to cost $8,000; a four room school to relieve Borden street, Lansdowne and Palmerston ave. schools, cost $11,000. The Board also placed $1,000 in the estimates for the purchase of new blackboards.—A by-law for the erection of new iron and steel bridges over the railway tracks at Dundas street has passed its first reading in the Council.—The Board of Works has reported in favor of paving Jordan and Melinda streets with asphalt, at an estimated cost of $15,298.—The Mimico Real Estate Security Co are seeking power from the Legislature to construct in the township of Etobicoke a railway, to be operated by electricity, steam or other power, and to construct telegraph and telephone lines to the head offices of the Company in Toronto.—The following building permits have been granted: Miss Watson, two pairs 2-storey bk. fronted dwellings, s. side Simpson Ave., e. of Howland Ave., cost $5,200, S. Taylor & Son, seven att. 2-storey and attic bk. dwellings and one stone dwelling, n. w. corner Euclid Ave. and London St., cost $16,000; Duckworth Bros., four 3-storey bk. stores and four 2-storey stables, n. w. corner Queen St. and McDonnell Ave., cost $12,000; J. D. Ivery, 2-storey bk. add. corner Homewood Ave. and Carlton St., cost $1,200. Wm. White, pr. s. d. 2-storey and attic bk dwellings, Kensington Crescent, Rosedale, cost $7,000; R. M. Scott, det. 2-storey bk. dwelling, Harrison St., e. of Dovercourt Rd., cost $4,000.—Mr. B. T. Brown, of Huron street, will erect several residences on Beverley street.—Mr. Jos. Saunders, of Sussex Ave., will erect a residence on Huron St., to cost $4,000.—Messrs. J. Bedford & Sons, Rosedale, have the foundations laid for a residence to cost $20,000.—Mr. J. A. McBurney, Spencer Ave., contemplates building.—The Works Committee has adopted the recommendation of the City Engineer for the construction of a Trinidad asphalt pavement on Wellington St., from Bay to York, cost $16,000; a 16-foot Excelsior sidewalk, south side of College St., from Augusta Ave. to Markham St., cost $12,400. The Jarvis street sewer will be extended into the Bay.

CONTRACTS AWARDED.

PETERBORO', ONT.—The contract for a residence for Mr. McWhinnie has been awarded to Mr. Arthur Rutherford.

KINGSTON, ONT.—The contracts for repairs to the Congregational Hall have been awarded as follows. Painting and glazing, T. Savage; *carpentry, J. McLeod; plumbing and heating*, McKelvey & Birch.

VANCOUVER, B. C.—Preparations are being made for the erection of a large business block at the corner of Hastings and Carrall sts., for Mr. J. M. Hollands. The building will be 122x 34, and will be divided into 6 stores. Mr. Walter Black has the contract.

MONTREAL, QUE.—The water works department received tenders as follows for the supply of brass castings: F. L. Clark; per lb., 15½c.; R. Mitchell & Co., 16c.; C. Garth & Co., 15½c.; Cuthbert & Son, 16½c., Dubord & Co; 15½c. Mr. Clarke was awarded the contract. For the supply of a lathe the following parties tendered: R. H. Buchanan & Co., $549; Machinery Supply Association, $700; Canada Machinery Agency, $625; R. Garth, $700. The contract was awarded to R. H. Buchanan & Co. The following firms tendered for the supply of special castings: J. McDougall, per ton, $43.68; H. R. Ives, $43.80; Thos. Scanlan, $44.70; E. Chanteloup, $43.25; P. Amesse, $46.20; Montreal Pipe Co., $43.50. The contract was awarded to E. Chanteloup.

ELECTRIC CRANES.*

BY REGINALD BOLTON.

The use of hoisting machinery forms a subject of interest to many engineers, while the question of its economies is of even deeper interest to all those engaged in the transport or movement of materials. The application of electricity to this particular purpose is one that at first sight may not present great apparent advantage, but a consideration of the conditions to be fulfilled will, on the contrary, show that there is no more suitable conjunction of force and duty, and even at the present stage, no purchaser of hoisting machinery can afford to disregard the claims of the conveyance of power by electricity, for reasons which the author hopes, succintly, to show.

There are three considerations which present themselves, and which, if answered affirmatively, cover the whole subject.

Naturally, the primary one is,

1. Its comparative economy.

The second in order is,

2. Its superior merits.

The only remaining consideration being,

3. Its practicability.

Under the first we have to look into a few of the figures of electric and steam motors on cranes.

Now, an electric motor is in itself a most economical transmitter of power, its efficiency running as high as 90 per cent. in regular work, and if worked under proper conditions, its life may be as long as that of any ordinary steam engine, while under the special safeguards designed by the author its durability would be far more prolonged. But the power must necessarily be generated and conveyed to this motor, and so the question of the economy of the generating dynamo and the power that drives it comes into question. Such directly-connected engines and dynamos as are used on board ship, and in numerous central-station installations on land, have repeatedly given a united efficiency of over 80 per cent. of the horse-power of the steam in the cylinder.

There are a far greater number of cases, however, where such a dynamo would receive its motion direct from a shaft driven by a larger engine, and in such a case an

*Abstract of a Paper read before the Civil and Mechanical Engineers' Society, February 18, 1891.

even superior result might be relied upon. It would, in fact, be safe to assume an output of 85 per cent. of the actual power put on to the dynamo pulley, in the shape of electrical force, and as, in the case of shop cranes, or wharf cranes, they would not be remotely situated from the generating dynamo, the loss in transmission would be small and can be stated at 1 per cent. to 2 per cent. only.

In the case of a large dock, with cranes situated at all parts, there would be greater distances to be dealt with, but even these would not exceed the limits of ordinary low-tension circuits, and the system would show a very favorable comparison in losses by transmission, as against the distribution of hydraulic power.

For all ordinary conditions, then, we may deal with the following figures:

One h. p. put into dynamo results in	.85	of 1 h. p.
Less by loss in transmission two per cent	.00085	of "
Leaving the force put into motor as	.8415	of a h. p.
Output of motor 90 per cent. =	.7573	of 1 h. p.

Or a total loss of less than 25 per cent.

Now take the comparative case of a steam driven crane, say of two tons power, having two cylinders each 5½ in. diameter by 8 in. stroke, running at 150 revolutions per minute. Such engines are on full work linked up to cut off steam as late as ⅛ to ¼ of the stroke, and thus exhaust their steam at a considerable pressure. The usual boiler pressure is 70 lbs., maintained at an average of about 65 lbs., and wire drawn by pipes and connections to, say, 60 lbs. initial pressure. Under above conditions they indicate about 14½ horse-power, but their consumption of steam is very considerable, and cannot be assumed at less than 35 lbs. per horse-power per hour. An excellent authority gave, recently, instances of such small high-speed engines absorbing over 40 lbs. per horse power per hour. The net efficiency is still further reduced by the internal friction of the machines, which even in good engines would average 15 per cent., so that we arrive at a final efficiency of these engines used as motors on cranes of not more than 60 per cent.

On all small steam cranes, however, there is a further waste in the boilers, which, being small and of the vertical type, are far from economical in raising steam, and habitually consume 5 to 7 lbs. of fuel per horse-power per hour. In practice no crane is ever continually at work, and during the periods of lowering, changing gear and stops, &c., the fuel continues to burn, and there is also the cost of fuel and labor of raising steam in the morning for the day's work.

It is customary among crane builders to construct the boilers of steam cranes a good deal smaller than would be necessary if the engines were in constant running; the gain in pressure during the stops and changes mentioned compensating the loss of pressure during working, and the steam gauge is consequently constantly on the move. Now, against these figures we should have, in the case of a direct-driven dynamo, a better engine running with an earlier cut-off, and also necessary steam more economically raised. The motor when the crane is standing wastés no power, and the dynamo may be shut down or started at short notice. The crane driver need pay no attention to the crane when standing idle, and he starts without delay in the morning, the power being derived from the shop boilers. There would thus appear to be a very decided economy in favor of electric cranes, as against steam-driven machines. In the case of overhead travellers, there is the saving due to the absence of long square shafts running in movable bearings, and which, together with the cotton or wire ropes in rope-driven cranes, ars kept constantly running even when the crane is out of use.

Prices of Building Materials.

LUMBER.

CAR OR CARGO LOTS.

1¼ and thicker clear picks, Am. ins..	$30 00	@32 00
1¼ and thicker, three uppers, Am ins.		37 00
1¼ and thicker, pickings, Am ins.....		27 00
1 x 10 and 12 dressing and better.....	18 00	20 00
1 x 10 and 12 mill run.....	13 00	14 00
1 x 10 and 12 dressing.....	14 00	16 00
1 x 10 and 12 common.....	12 00	13 00
1 x 10 and 12 spruce culls.....	10 00	11 00
1 x 10 and 12 maple culls.....		9 00
1 inch clear and picks.....	28 00	30 00
1 inch dressing and better.....	18 00	20 00
1 inch siding, mill run.....	14 00	16 00
1 inch siding, common.....	11 00	12 00
1 inch siding, ship culls.....	$10 00	$11 00
1 inch siding, mill culls.....	8 00	9 00
Cull scantling.....	8 00	9 00
1¼ and thicker cutting up plank.....	22 00	25 00
1 inch strips, 4 in. to 8 in. mill run....	14 00	15 00
1 inch strips, common.....	11 00	12 00

1424 Notre Dame Street,
Montreal. October 14th 1890

C. H. Mortimer Esq.
Pub. Canadian Architect & Builder.
and Contract Record.

Dear Sir.

I have to inform you, that, the following resolution was unanimously adopted, at the First Annual Meeting of the Province of Quebec Association of Architects held in Montreal on 10th & 11th inst.:-

Moved by M. Perrault.
Seconded by A. T. Dunlop.

"We the Architects of the Province of Quebec now assembled in convention being satisfied that the Canadian Contract Record affords us a direct communication with the contractors. Resolved - That we pledge our support to it by using its columns when calling for tenders."

Yours truly
C. Clift
Secretary.

1¼ inch flooring.....	14 00	15 00
1½ inch flooring.....	14 00	16 00
XXX shingles, sawn.....	2 30	@2 35
XX shingles, sawn.....	1 30	1 35

Metallic Roofing Co. of Canada:

	Per Square.
Eastlake steel shingles (galvanized),	$3 25 to $3 75
Eastlake steel shingles (painted).....	3 75 4 00
Improved Broad Rib Roofing, (galvanized).....	5 00 5 75
Improved Broad Rib Roofing (painted)	3 50 4 00
North Western steel siding (painted)..	3 25 3 50
Manitoba steel siding (painted).....	3 25 3 50
Metallic Finished Brick.....	3 25 3 50
Tower or Mansard shingles, (galvanized).....	6 25
Tower or Mansard shingles (painted)..	4 50
Metallic Terra Cotta Tiles.....	7 00

Price of Copper shingles according to weight, and "Hayes" Patent Metallic Lathing according to quantity.

Canada Galvanizing & Steel Roofing Co.

Corrugated Iron, galvanized, 26 W.G., per lb.....	5 cts.
Corrugated Iron, galvanized, 28 W.G.,	5¼
Corrugated Iron, painted, 26 W. G., per square.....	4 00
Corrugated Iron, painted, 28 W. G.,	3 50
Broad Rib Roofing, galvanized, per square	5 50
Broad Rib Roofing, painted..	4 00
Westlake shingles, steel, galvanized, per square.....	5 00
Westlake shingles, steel, painted ...	3 50
Standard shingles, "Walter's patent," galvanized, per square..	5 50
Staddard shingles, "Walter's patent," painted....	4 00
Northwestern steel siding, patented, per square.....	3 50
Metallic Finish Brick, per square.. ..	3 25
Metallic Finish Clapboard, per square	3 50

YARD QUOTATIONS.

Mill cull boards and scantling.....		10 00
Shipping cull boards, promiscuous widths.....		13 00
Shipping cull boards, stocks.....		1 00
Hemlock cantling and joist up to 16 ft.	11 00	12 00
" " " 18 "	12 00	13 00
" " " 20 "	13 00	14 00
Scantling and joist, up to 16 ft.....		14 00
" " 18 ft.....		15 00
" " 20 ft.....		17 00
" " 22 ft.....		19 00
" " 24 ft.....		21 00
" " 26 ft.....		23 00
" " 28 ft.....		25 00
" " 30 ft . .		27 00
" " 32 ft.....		27 00
" " 34 ft.....		29 50
" " 36 ft.....		32 00
" " 38 ft.....		33 00
" " 40 to 44 ft..		36 00
Cutting up planks, 1¼ and thicker, dry	25 00	26 00
" " board,	18 00	22 00
Cedar for block paving, per cord.... .		5 00
Cedar for Kerbing, 4 x 14, per M....		14 00

B. M.

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

BRICK—₱ M

Common Walling.....		$7 50
Good Facing		9 00
Sewer	8 50	9 00
Pressed Brick:		
Plain brick, f. o. b. at Milton, per M...		$18 00
" " 2nd quality, per M.....		14 00
" " 3rd " "		10 00
Hard Building.....		8 00
Moulded and Ornamental, per 100.....	$3 to	10 00
Roof Tiles.....		24 00
Diamond locking tile		16 00
First quality, f.o.b. at Campbellville, per M		18 00
2nd " " " "		14 00
3rd " " " "		11 00
Ornamental, per 100	$3 to	10 00
Tiles		24 00
Stone.		
Common Rubble, Per Toise, delivered		14 00
Large flat " " "		18 00
Foundation Blocks, " Cubic Foot..		
Slate: Roofing (₱ square).		
" red.....		18 00
" purple.....		9 00
" unlading green.....		9 00
" black slate .		7 50
Terra Cotta Tile, per sq....		25 00
Ornamental Black Slate Roofing..		8 00
Sand:		
Per Load of 1½ Cubic Yards		1 25

PAINTS. (In oil, ₱ lb.)

White lead, Can.....	6 25	6 50
" zinc, Can.....	6½	7 50
Red lead, Eng.....	5½	6½
" venetian.....	1 60	1 75
" vermillion.....	90	1 00
" Indian, Eng.....	10	12
Yellow ochre..	5	10
Yellow chrome.....	15	20
Green, chrome...	7	12
" Paris.....	25	40
Black, lamp.....	15	25
Blue, ultramarine.....	15	20
Oil, linseed, raw (₱ *Imp. gallon*).. .	68	75
" " boiled	72	70
" " refined, "	78	85
Putty	2¾	2½
Whiting, dry.....	75	1 00
Paris white Eng., dry	90	1 25
Litharge, Am.,.	6½	8
Sienna, burnt.....	15	20
Umber. "	8½	12

CEMENT, LIME, etc.

Lime, Per Barrel of 2 bushels, Grey..		40
" " " White		55
Plaster, Calcined, New Brunswick		2 00
" " Nova Scotia.....		2 00
Hair, Plasterers', per bag.....		1 00
Cement, Portland, per bbl.. . . .	3 00	3 50
" Thorold, "		1 50
" Queenston, "		1 50
" Napanee, "		1 50
" Hull, "		1 50

HARDWARE.

Cut Nails:

American Pattern, 1¼ inch, per keg..		4 15
" " 1½ to 1¾ inch, per keg		3 40
Canadian Pattern, 1¼ inch, per keg...		3 65
" " 1½ to 1¾ inch, per keg		3 15
" " 2 to 2½ inch, "		3 15
" " 2½ to 2¾ inch, "		2 90
" " 3 inch and larger.....		2 60
Steel nails 10c. per keg extra.		
Finishing nails, 1 inch, per keg.		5 75
" " 1¼ inch, "		5 05
" " 1½ " "		4 50
" " 1¾ " "		4 20
" " " and larger....		3 15

MONTREAL PRICES.

Lumber, Etc.		
Ash, 1 to 4 in., M.	$13 00	@18 00
Birch, 1 to 4 inch, M.	15 00	25 00
Basswood	12 00	20 00
Walnut, per M.	50 00	100 00
Buttemut, per M.	22 00	40 00
Cedar, flat	00 04	00 06
Cherry, per M.	60 00	80 00
Elm, Soft, 1st	15 00	17 00
Elm, Rock	25 00	30 00
Maple, hard, M.	20 00	25 00
Maple, Soft	16 00	18 00
Oak, M.	40 00	95 00
Pine, select, M.	35 00	40 00
Pine, 2nd quality, M.	20 00	25 00
Shipping Culls	13 00	16 00
Mill Culls	8 00	10 00
Lath, M.	1 50	1 90
Spruce, 1 to 2 inch, M.	10 00	12 00
Spruce Culls	4 50	6 00
Shingles, 1st quality	2 00	3 00
" 2nd "	1 25	1 50
Cement, etc.		
Portland Cement, per barrel	$ 2 70	@ 3 00
Roman " "	2 70	3 00
Fire Bricks, per M.	20 00	30 00
Cut Nails:		
Hot-cut Am. or Can. pattern, 3 inch and above	2 75	$2 85
Hot-cut Am. or Can. pattern, 2¼ inch and above	3 00	3 25
Hot-Cut Am. or Can. pattern, 2¼ and 2 inch	3 25	4 20
Am. pattern, 1½ and 1¾ inch hot-cut	3 50	5 60
" 1¼ inch " "	4 25	5 80
Can. Pattern, cold-cut, 1½ and 1¾ inch	3 25	4 45
" " 1¼ inch	3 75	5 95
Finishing Nails, per 100 lb. keg, 1¼	75 cents advance on Hot-Cut Nails.	
Finishing Nails, per 100 lb. keg 1½ to 1¾ inch		
and 1½ inch		
Finishing Nails, per 100 lb. keg, 2 inch and up		
Paints, etc.		
White Lead, pure, 25 to 100 lb. kegs.	6 50	7 00
" No. 1	5 25	5 50
" No. 2	4 50	5 00
" No. 3	4 00	4 50
dry	5 25	5 75
Venetian Red, English	1 50	1 75
Yellow Ochre, French	1 25	3 00
Whiting, London, washed	0 50	0 65
" Paris, "	1 15	1 25
Oils:		
Linseed, raw	0 63	0 65
" boiled	0 66	0 68
Olive, pure	1 10	1 15
" machinery	95	1 05
" extra, qt., per case	3 00	3 25
" pts., "	2 50	2 60
" ½ pts., "	2 75	3 10
Spirits turpentine	0 67	0 70

INDEX TO ADVERTISEMENTS

IN THE CANADIAN ARCHITECT AND BUILDER.