

CANADIAN CONTRACT RECORD

A WEEKLY JOURNAL
OF TENDERS AND MUNICIPAL PROGRESS

EVERY WEDNESDAY

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

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AUCTION SALE OF BRICKS

Belonging to the Estate of
Taylor Bros.

The undersigned have received instructions from E. R. C. Clarkson, Assignee, to sell by public auction, commencing at 10 o'clock a. m. on

MONDAY, 13th JANUARY, 1902,

At the Don Valley Brick Yards, Don Valley, Toronto, the stock of bricks belonging to estate of Taylor Bros., in lots as follows:

Lot WEST STOCK SHED.

- 1-15,038 ornamental brick, more or less.
- 2-8,679 ornamental brick, more or less.
- 3-24,997 ornamental brick, more or less.
- 4-3,919 ornamental brick, more or less.
- 5-3,598 ornamental brick, more or less.
- 6-13,552 ornamental brick, more or less.
- 7-10,618 ornamental brick, more or less.
- 8-6,385 ornamental brick, more or less.

Lot NO. 2 STOCK SHED.

- 1-16,613 ornamental brick, more or less.
- 2-14,602 ornamental brick, more or less.
- 3-6,325 ornamental brick, more or less.

Lot SOUTH STOCK SHED.

- 1-16,951 ornamental brick, more or less.
- 2-17,439 ornamental brick, more or less.
- 3-27,238 ornamental brick, more or less.
- 4-13,444 ornamental brick, more or less.
- 5-19,410 ornamental brick, more or less.
- 6-1,560 ornamental brick, more or less.

Lot EAST STOCK SHED EXTENSION.

- 1-14,600 terra cotta, 9 x 12 x 2, more or less.
- 2-19,000 porous brick, buff, more or less.

Lot ENAMEL STOCK SHED.

- 1-15,368 ornamental brick, more or less.
- 2-3,497 ornamental brick, more or less.
- 3-1,044 enamel brick, more or less.
- 4-6,000 enamel brick, more or less.
- 5-6,560 enamel brick, more or less.
- 6-2,959 enamel brick, more or less.

CARPENTERS' SHOP

2,036 pieces terra cotta, more or less
Terms cash.

C. J. TOWNSEND & CO.,
Auctioneers.

For further particulars apply to E. R. C. CLARKSON, Toronto.

Tenders

FOR A

STEEL BRIDGE

Tenders will be received till JANUARY 28TH, 1902, for the erection of a Steel Bridge over Mill Creek on the Town Line of Bruce and Sauguenay. Span to be 80 feet C. to C. of piers, 14 feet roadway, moving load of 100 pounds per square foot, steel joists, rock elm or tamarac planking. Bridge about 6 miles from Port Elgin.

Also for two Concrete Abutments for the bridge; good gravel about half a mile away. Tenders to state amount per cubic yard. Specifications may be seen with Henry Hillier, county commissioner, Port Elgin, or with the undersigned.

A marked cheque for \$200.00, payable to the treasurer county Bruce, to accompany each tender. The lowest or any tender not necessarily accepted.

JAMES WARRE, Engineer.

Walkerton, December 26th, 1901.

CONTRACTS OPEN.

MONK ON, ONT.—Thomas Henry intends building a dwelling.

ATHENS, ONT. A town hall, to cost \$6,000, will be built here.

BRUNNER, ONT.—H. Swindt will erect a brick residence next summer.

CHARLESBOURG, QUE. — The parish has decided to build a new church.

NORTH HATLEY, QUE. — Smith McKay is preparing to build a new residence.

CEDARVILLE, ONT. — A brick house will be built next summer by John Wagner.

AMHERST, N.S. — The proposed sewerage system for this town will cost about \$50,000.

MITCHELL, ONT.—It is the intention of A. Mutton to build a brick dwelling in the spring.

ORANGEVILLE, ONT.—It is probable that a municipal telephone system will be installed.

MIDLAND, ONT.—Capt. Nickerson will build a new hull for the steamer Odessa this winter.

SACKVILLE, N.B.—A meeting was held last week to further discuss the question of fire protection.

SHANLY, ONT.—Andrew Doney is asking for tenders up to 12th inst. for erection of school house.

GALT, ONT. — H. L. Merritt, of Blethenim, is considering the removal of his planing mill to this city.

SUSSEX, N. B.—Miller Bros. have bought property here on which they will build a large slaughter house.

PERTH, ONT.—T. A. Code is considering the question of employing electric power in his woolen mill.

CALGARY, N.W.T. — The question of waterworks improvements is receiving the consideration of the council.

LEADBURY, ONT.—It is reported

that Johnston Tinney intends rebuilding the hotel recently destroyed by fire.

STRATFORD, ONT.—Andrew Carnegie has offered \$12,000 towards the building of a public library in this city.

BERLIN, ONT.—A new brick church, with seating capacity for 300, is to be erected by the Mennonite congregation.

PORT ARTHUR, ONT. — It is stated that work on an addition to the C.P.R. elevator here will shortly be commenced.

ST. GEORGE, N. B.—Plans have been prepared for a new Anglican church to be built here, of native stone and red granite.

LINDSAY, ONT.—There is a feeling against building the proposed fire hall on the site selected, and a change may be made.

VANCOUVER, B. C. — Dalton & Eveleigh, architects, have taken tenders for erection of a brick and stone hotel on Water street.

CALCARY, N.W.T.—A. McBride & Co. purpose building a two storey warehouse, 80 x 25 feet, covered with corrugated iron.

GLACE BAY, N.S.—The ratepayers will hold a meeting on the 17th inst. to discuss the advisability of constructing a waterworks system.

SUDBURY, ONT.—Purvis Bros. have purchased the Hudson Bay Co.'s property on Larke street and will erect a brick block thereon.

NEW WESTMINSTER, B. C. — Work has been commenced on the new saw mill to be erected by the Pacific Coast Lumber Co.

WALKERVILLE, ONT. — The Essex Terminal Railway Co. is seeking incorporation, to construct a railway from this place, via the city of Windsor, to the town of Sandwich.

NELSON, B.C.—The by-law to provide \$150,000 for the purpose of enlarging the civic electric lighting plant was defeated by the ratepayers recently.

DAUPHIN, MAN. — The Northern Lumber Co. will build saw mills this winter at Fish Creek and Pine River. The mill at Garland will not be rebuilt.

SAULT STE. MARIE, ONT.—It is expected that tenders will be invited within a month for new post office to be built here, as the plans are now being prepared.

LEVIS, QUE.—Mr. Holman, manager of the Canadian Electric Light Co., on behalf of certain capitalists, has offered to build an electric railway in this town.

ANNAPOLIS, N. S.—A by-law was carried by the ratepayers last week for \$12,000 for the purpose of extending the electric light plant and operating it by water power.

PEMBROKE, ONT. — Representatives of the town and county will hold a meeting this week to discuss the question

of building a bridge over the Ottawa river at this place.

WOODSTOCK, ONT.—O. G. Anderson has severed his connection with the Canadian Manufacturers' Association and will likely build a furniture factory at some other point.

KINGSTON, ONT.—This winter Davis & Sons will build a 40-ft. gasoline launch for Rev. Charles H. Eaton, of New York, and two steam launches for Wilson Miller, of Allegheny, Pa.

SHERBROOKE, QUE.—It is said that the Militia Department at Ottawa have completed plans for a new rifle range at this place, and that tenders for construction will be invited at once.

MONCTON, N.B.—P. S. Archibald, C.E., of this place, has been engaged to make a survey for the proposed cantilever bridge across the Straits of Casco, in which Montreal and Boston capitalists are interested.

ST. CATHARINES, ONT.—A company composed of Toronto, St. Catharines and Windsor capitalists has been formed to build a new dry dock at this end of the lake. The company is capitalized at \$50,000. — Plans have been prepared by a local architect for the proposed Carnegie library to be built in this city.

CARGILL, ONT.—On behalf of the trustee board, A. Nelson, secretary, invites tenders up to 11th inst. for erection of brick Methodist church here.—George Sirrs is calling for tenders up to same date for erection of brick English church.

HALIFAX, N. S.—Harvey Paton, of Albany and F. C. Smith of New York are reported to have purchased extensive timber properties in the Gaspereaux district, with the object of carrying on the business of manufacturing lumber, pulp and paper.

WINCHESTER, ONT.—W. H. Perrin, of Smith's Falls, was in the village last week looking for a site on which to establish a plough factory.—A by-law to raise \$2,000 for the purpose of building a town hall and fire station will be placed before the ratepayers on January 18th.

OWEN SOUND, ONT.—The C.P.R. roundhouse here was wrecked last week by an acetylene gas explosion.—The surveying party of the Manitoulin & North Shore Railway have completed the preliminary survey. Robert McDowall, town engineer, who is attached to the staff, states that no engineering difficulties were encountered along the route.

VICTORIA, B.C.—The city council has instructed the city engineer to report on the question of building a stone bridge at Point Ellice instead of an iron or steel structure, as first proposed.—The by-law to borrow \$100,000 for the purpose of installing a septic tank system was defeated by the ratepayers on December 30th for the second time.

QUEBEC, QUE.—Capt. Wolvin, grain shipper, of Buffalo, recently discussed with the harbor commissioners the subject of terminal facilities at this port for the transportation of grain to Europe. He stated that if given some assistance, he would undertake to commence forthwith the building of ten steel ships, each of 2,000 tons capacity. Capt. Wolvin will build a grain elevator if granted a site.

GUELPH, ONT.—The Winter Fair Board have instructed an architect to prepare plans for additions and alterations to the Fair building.—Sir William Macdonald, of Montreal, has placed at the disposal of the province the sum of \$125,000 to be used for the erection of buildings, etc., in connection with the

Agricultural College in this city for the purpose of giving instruction to teachers in the elements of nature study and domestic science.

OTTAWA, ONT.—City engineer Ker is securing information in connection with the contemplated purchase of incinerators by the corporation.—The new hall to be built by LeCircle Champlain, a social organization in Lower Town, will be located at the corner of Murray and Dalhousie streets. It will be of brick, cost \$10,000. A. Larocque is secretary of the building committee.—W. King is building a brick veneer residence and shop at 7 Bank street, to cost \$2,100.

SHELBURNE, ONT.—A. J. Marks & Son, of Toronto, have leased the stone quarry from Charles Hall and intend putting in a steam plant, at a cost of \$3,000.—Dr. McFaul, of Collingwood, and C. W. Hartman, of Clarksburg, have purchased the Blue Mountain Mineral Springs and 100 acres of land adjoining. It is their intention to establish a sanitarium there.

HAMILTON, ONT.—The Hamilton, Ancaster & Brantford Railway Co. will apply to the legislature for an extension of time for the commencement of the construction of their proposed railways, also for power to construct an incline railway in this city.—Jabez Tetton is building a brick cottage on Bredalbane street, to cost \$900.—W. & W. Stewart, architects, have secured a permit for two brick dwellings on Markland street, between Hess and Caroline streets, to cost \$2,400.

MONTREAL, QUE.—It is stated that negotiations are on foot for the purchase of 600 acres of land in the east end by the Canadian Pacific Railway, upon which they propose building new works, their present locomotive and car shops being too small.—The Montreal Union Bridge Co. is applying for incorporation, to construct a bridge across the St. Lawrence river from Montreal to Longueuil, also a line of railway within the two municipalities.—Three local firms of architects have been asked to submit sketches for the proposed building to be built by the Guardian Fire & Life Assurance Co.—The C. P. R. are preparing to extend their telegraph system over the Midland Railway built from Truro to Windsor.

WINNIPEG, MAN.—The committee appointed by the Provincial Board of Health to report on the establishment of a sanitarium for the treatment of consumptives have recommended that the scheme be proceeded with. The cost of building, furnishings and site is placed at \$30,000.—The construction of sewers on Langside street, cost \$2730, and on Nena street, cost \$2025, has been recommended.—The city clerk is asking for tenders up to 9th inst. for construction of asphalt pavement on Princess street, from Notre Dame avenue to Banantyne avenue, and a macadam pavement on Lorne street, from Austin street to Beaconsfield street.—It is reported that the Westinghouse Electric & Mfg. Co. are behind the scheme to build an electric railway between this city and Headingly.

TORONTO, ONT.—The Minister of Public Works last week made an inspection of some of the Government buildings in this city. He stated that the post office was too small and also somewhat antiquated, having no elevator. It is understood that improvements and additions will be undertaken at an early date.—At a meeting of the Women's Historical Society held last week, it was decided to call a conference of officers of the various women's societies to discuss the proposed building of a memorial hall to the late Queen.—Building permits

have been granted as follows: Corporation of Toronto, brick chimney stack at Western Crematory, Strachan avenue, cost \$2,000 (A. R. Denison, architect; Teagle & Son, builders); Mrs. McMullin, two storey and attic brick dwelling, 31 Murray street, cost \$2,500 (Henry Simpson, architect; Chalkley & Son, builders); Christie, Brown & Co., five-storey brick and stone warehouse, corner Duke and George streets, cost \$50,000, (Gouinlock & Baker, architects; Dancy Bros., builders); Mrs. Rose Ann Harrison, two storey brick dwelling, 771 King street west, cost \$1,900; E. A. Drummer, two storey and attic, detached brick dwelling, 331 St. Clarens avenue, cost \$2,200 (John Drummer, builder); George Lasher, pair two storey buildings, to be used as store and dwelling, 262 and 264 Dundas street, cost \$2,500.—G. M. Miller & Co., architects, have been commissioned to prepare plans for the new building to be erected in connection with the Ontario Agricultural College, Guelph, for the purpose of giving instructions to teachers.—Mr. Jones, street commissioner, recently visited Detroit and Toledo to inspect incinerators and different systems for the disposal of garbage. It is the intention to install new incinerators for this city in the near future.—Plans for the construction of a spur line of railway from the main line of the Northern Railway to Burk's Falls have been filed at the Public Works Department in this city.

FIRES.

Saw mill of W. W. Carter at Fesserton, Ont., totally destroyed last week; loss \$30,000.—Nickerson & Mood's lobster factory at Woods Harbor, N. S.; loss \$2,000.—Grist mills near Rockwood, Ont., owned by James Gray.—Hotel on Sarnia Road, London, Ont., owned by J. H. Ross; loss \$3,300.—Factory of the Morden Mfg. Co. at Ganonoque, Ont. New machinery had lately been placed in the factory, and the loss will be about \$30,000.—Block of buildings at Dunnville, Ont., owned by J. E. Scott, damaged to extent of \$6,000.—Farm house of D. E. Pickard, near Thamesville, Ont., totally destroyed.—Block of frame buildings on Poulett street, Owen Sound, Ont., owned by George Holmes and A. J. Crichton; heavy loss.—Spencer's Arcade, the largest departmental store in Victoria, B. C., was totally destroyed by fire on December 21st, at a loss of \$250,000.—A large portion of the business district of Portage la Prairie, Man., was wiped out by fire on January 2nd. The losers include F. L. Newman, brick store; B. A. St. John, jewellery store; Grand Central Hotel; A. W. Bailey, saddlery store; H. L. Alton, auction rooms; C. A. Newman & Bros., wholesale liquors and grocers; A. W. Bailey, shoe store. The loss is estimated at \$750,000.—The building of the Excelsior Wrapper Co. in Montreal was damaged by fire a few days ago to the extent of \$60,000.—Hammell Bros., confectionery store, 73 King street east, Hamilton, damaged to the extent of \$5,500. Building was owned by Mrs. W. Spohn, of Toronto.—Redford's saw mill at Ingersoll, Ont., totally destroyed.

CONTRACTS AWARDED.

ARNPRIOR, ONT.—A. T. Budd has let the contract to George Grant for erection of two large stores, with plate glass front.

WELLAND, ONT.—M. Beatty & Sons, of this place, are building a large clam derrick for Phinn & Co., contractors, of Toronto, and a No. 4 ditcher for the government of the North-West Territories.

MAGOG, QUE.—The tender of the F. C. Thompson & Co. has been accepted for loan of \$18,000, their tender being 4 1/2 per cent. with a premium of \$315. The Dominion Security Co., of Toronto, offered a premium of \$270.

VICTORIA, B. C.—George Snider has been awarded the contract for erection of new storehouse at the naval yard at Esquimault, of brick, to cost \$9,000. —Thomas Catterall has secured the contract for extensive alterations and additions to the Dalas hotel.

RESULT OF BY-LAWS.

Following is a list of the civic by-laws submitted to the electors on Monday last, with the result of the vote:

TORONTO, ONT.—The by-law to raise \$133,500 by the issue of debentures for the erection of new exhibition buildings was carried by a substantial majority.

HAMILTON, ONT.—The by-law to raise \$30,000 to build sewers on Birch avenue and Catherine street was carried by a small majority.—A majority of votes was polled in favor of the by-law to authorize the Council to take \$25,000 stock in the Hamilton and Caledonia Electric Railway, but it is not known if the required number of votes were cast.

AYR, ONT.—The by-law for the issue of debentures to raise \$3,000 for permanent sidewalks was carried.

CHATHAM, ONT.—The Chaplin by-law, to loan \$25,000 to that firm to start a new industry, was carried by a majority of 1,245.

COLCHESTER SOUTH, ONT.—A by-law to purchase land for Agricultural Society was carried by 48 majority.

COLLINGWOOD, ONT.—A by-law to loan \$20,000 to the J. J. Zock Manufacturing Company was carried almost unanimously, and a by-law to loan \$8,000 to Stewart & Cameron, of Strathroy, Ont., for the purpose of erecting a grist mill, was also carried.

DUNDAS, ONT.—A by-law in favor of cement pavements for the town was passed here by a majority of 19.

DURHAM, ONT.—The by-law for the new bridge was carried.

GALT, ONT.—A by-law granting a free site to the proposed sugar factory was carried here by an overwhelming majority. A by-law to raise money to permanently improve Dickson Park was also carried.

HAGERSVILLE, ONT.—The by-law for a municipal electric light plant was defeated.

HARRISTON, ONT.—The school by-law was defeated.

KINCARDINE, ONT.—Two by-laws were submitted, one granting a bonus and exemption from taxes to Andrew Malcolm for an extension of his furniture factory; the other a bonus and exemption to James B. Watson for the establishment of a new chair factory. Both carried.

MEAFORD, ONT.—The by-law submitted for a bonus of \$16,000 for a cabinet factory carried by a large majority.

MILTON, ONT.—The vote on town control of electric lighting was as follows: For 118, against 39.

NEW HAMBURG, ONT.—The felt works by law was carried. The local improvements by-law was rejected.

PERTH, ONT.—The sewerage by-law was defeated.

NIAGARA FALLS, ONT.—The by-laws for Y.M.C.A. tax exemption and market improvement were both badly defeated. The by-law for \$15,000 electric light extension was also defeated.

OTTAWA, ONT.—The plebiscite in favor of a municipal system of telephones was carried.

PETERBOROUGH, ONT.—Freeholders voted strongly in favor of municipal ownership when the by-law for the purchase of the works of the Peterborough Water Company was carried by a majority of 381, the vote being 450 for and 69 against.

PETROLEA, ONT.—The by-law for exemptions of taxes, etc., for the pork factory carried. The by-law for wagon works exemption carried. The by-law to abolish water commissioners was lost. The by-law for franchise to electric railway carried.

PORT HOPE, ONT.—The by-law granting a bonus of \$5,000 and exemption from taxation to the Canada Radiator Company was defeated by 308 for to 87 against. For the by-law to grant exemption of taxation for ten years to the Nicholson File Company the vote stood 377 for to 35 against. A total vote of not less than 414 in favor was required in each instance.

THAMESVILLE, ONT.—The vote

on the by-law for granolithic sidewalks resulted as follows: 30 for, 88 against.

SANDWICH, ONT.—The following by-laws for exemption of taxes for ten years were successful: The Saginaw Lumber and Salt Company, the J. H. Bishop Company. The following were defeated: Beet Sugar Company, Hardwood Finishing Company, South Essex Electric Railway Company.

SARNIA, ONT.—The road improvement by-law was defeated by 55 majority, the water-works by-law by 2, and the market improvement by-law by 40.

SEAFORTH, ONT.—A by-law to expend \$8,000 for drainage purposes was carried.

ST. MARY'S, ONT.—The good roads by-law for \$30,000 was defeated by 17 votes.

WALKERTON, ONT.—The by-law making a grant to a sugar company carried by 377 to 18.

WATERLOO, ONT.—The by-law for sewer debentures carried by 65 majority.

WIARTON, ONT.—The bonus of \$25,000 for the Beet Sugar Company of this town was carried almost unanimously.

WOODSTOCK, ONT.—A by-law loaning the Woodstock Wagon Co. \$12,000 was defeated.

Good Roads Machinery Co. (Limited.)

JOHN CHALLEN, Manager, HAMILTON, ONT.

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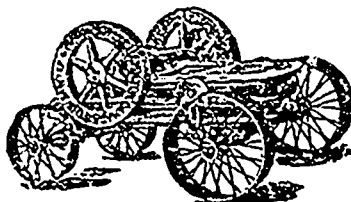
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Drag Scrapers, Plows, Steam
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FIRE-PROOF CONSTRUCTION.

What looks like a very promising innovation in fire-proof construction has been introduced by a Swiss architect, Herr Siegwart, of Lucerne. In this method iron beams are interly dispensed with for spans of sixteen feet or less, and in place of them, the floor is formed of what may be called box girders, made of concrete, reinforced with iron, and laid close together. The joint between the girders is made with grooves, and is left a little open at the top, so that it can be filled by grouting. The advantage of the system is that, the concrete beams being made at the factory, much greater uniformity and strength can be obtained in them than is possible with concrete laid in place. The concrete boxes are, moreover, comparatively light, and can be laid without centering. Where a wood floor is to be laid over the fire proof construction the joint is recessed on top to admit a wooden sleeper, which can be held by a simple method of dovetailing. On account of the high price of structural steel in this country, any method of meeting the demand for fire-proof construction without the use of metal is of importance; and, on a large scale, hollow flooring blocks of this sort could be manufactured very cheaply. It would only be necessary to make a few stock sizes to be able to furnish at once the material for any floor, thus avoiding the delays which seem to be inevitable in procuring iron-floor beams ready for use, and the floor, when set, could be plastered beneath, and the wood flooring laid on top, immediately, without the necessity of waiting for mortar to harden before removing centering, or the delay and annoyance inseparable from our present system of filling up between the sleepers with wet concrete, and thus saturating the whole construction with moisture, just before laying the finished floor. We should like to see the new system tested by actual fire before approving it unreservedly for spans as great as sixteen feet; and certain details of framing around staircase and other openings will need study; but there is not likely to be any insuperable difficulty in adapting the construction to our needs, and a form of fire-proof floor so simple and cheap, presenting, also the great advantage that it can be penetrated in any direction by pipes or electric conduits, is worth developing.—American Architect.

PORTLAND CEMENT CONCRETE.

The cost of Portland cement concrete, for railroad work, seems to be now about the same everywhere in this country, making allowance for local variations in cost of stone and sand, ranging from seven to eight and one-half dollars per cubic yard, with the average, perhaps, about eight dollars; and there seems to be little differ-

ence in cost between hand and machine mixing, the former being cheaper for small work, and the latter for work on a large scale. In regard to quality, says the American Architect, the railroad engineers find no practical difference between the hand-mixed and the machine-mixed concrete, and architects will probably agree in this view, the machine-mixing being, perhaps, a little more regular, but any carelessness in machine-mixing involving worse consequences than in hand-mixing. As between wet and dry concrete, meaning by the latter a concrete on which water can be brought to the surface only by heavy ramming, the railway engineers, as a rule, prefer a moderately dry material, such as will not quake under the rammer, but on which water will show after a few minutes' tamping. No doubt, a dryer concrete may, theoretically, be better, but it is quite possible for concrete to be put in so dry that it will begin to set, in hot weather, before the water is brought to the surface, so that the tamping injures it by breaking up the initial set; and, as one engineer remarks, concrete that is too dry is worse than if too wet. Concerning concrete work in freezing weather, again, the practice of the engineers does not quite support the theories. We are treated several times every year to demonstrations that freezing does not injure Portland cement concrete; but nearly all the railway engineers, it seems, while

they do not contradict the demonstrations, prefer not to do concrete work when the thermometer is below twenty degrees Fahrenheit. In any case, they find it much more expensive in cold weather, and even when the sand and water are heated, they think that the concrete is unsatisfactory, inclining to crumble on the surface, if nothing worse.

REAL ESTATE TRANSFERS.

The following transfers of vacant property in Toronto are reported since last issue:

Walker avenue, s. s., Canada Permanent and Western Canada Mortgage Corporation to Charlie Peart, 25.3 x 139, being part lots O and N, plan 820, assessed at \$379; no improvements.

Carlaw avenue, e. s., Thomas Williams to Mary O'Hara, 19 x 119, being part lots 10 and 11, plan 705, assessed at \$228; no improvements.

Glen Road, e. s., M. H. Ludwig to C. R. S. Dinnick, 60 x 156, being part lot 5, plan 433, assessed at \$2,700; no improvements.

Meredith Crescent, s. s., Hospital for Sick Children to Henry Hutson, 50 x 96, being lot 10, plan 24 E, assessed at \$1,250; no improvements.

Shudell avenue, n. s., Patrick Norton to Thomas Little, 20 x 103, being part lots 9 and 10, plan 46 E, assessed at \$60; no improvements.

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We have several excellent second hand pumps in first-class condition for water works services at close prices. Send for Catalogues.

THE *Northey*
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The Canadian Bridge Co., Limited

WALKERVILLE, ONT.

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Roofs, Steel Buildings and
Structural Iron Work of all descriptions.

As usual, Mr. Alex Bremner, of Montreal, importer and dealer in building supplies, has sent out an attractive calendar for the new year, with Sundays and other special days printed in red, and illustrations of prominent buildings plastered with Baker's plasterboard.

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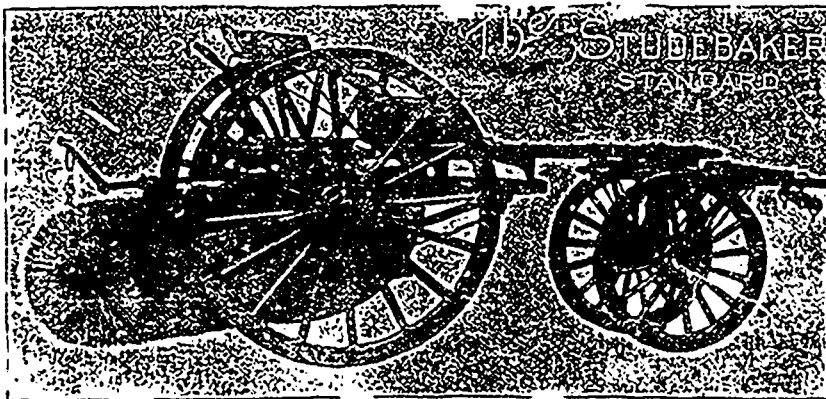
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A PORTABLE STONE-BREAKING PLANT.

A travelling stone-breaker is one of the latest novelties introduced into railway work in America. It has been built by the Austin Manufacturing Company for a well-known contractor at Denver, and is used temporarily by the Colorado Fuel and Iron Company at Bessemer, Colo., but is ultimately to be sent into regular railroad work. An illustration is given in the "Railroad Gazette" which describes the plant as consisting of a No. 5 Austin gyratory crusher with horizontal engine, all mounted on a standard flat car and so arranged that the elevator which takes the discharge from the crusher may be hung from the side of the car carrying the broken stone to the screen and storage bins established alongside the plant. These latter are best arranged so that the graded stone may be discharged directly into the ballast cars for distribution. Obviously, a tramway may first be advantageously built on the side of the cut, level with the top of the car, and so arranged as to run the stone from the quarry to the breaker by gravity. The hopper of the breaker is flush with the car roof. A pair of horizontal boilers large enough to provide steam for the breaker and rock drills is conveniently carried on a separate flat car. It is evident that an arrangement of this sort might be useful on many railroads where stone suitable for ballast is found distributed over a considerable length of line and where quarries are situated at points where there is no local market for broken stone. In cases of this kind a portable stone-breaking plant would be found convenient and economical.

SOME COMMON JOINERY TERMS.

A "dado" is the panelling above the skirting, and is generally finished with a chair rail or top moulding.

The "square" skirting is a plain board.

A "torus" skirting is the same, but with a head worked on the top edge.

A "moulded" skirting has a moulding nailed on the top.

A "double-faced and moulded" skirting consists of two boards, one smaller than the other, with mouldings nailed to same.

A "plain" chimney-piece consists of three flat pieces of stone, being the two sides and top, or mantel.

A "boxed" chimney-piece: The top and sides are formed of three pieces each, and thus make a box, fixed against the chimney breast and projecting into the room.

A "plate" is a long piece of wood, generally 4 in. by 3 in., on which the ends of joists, rafters, etc., rest.

A "lintel" is a piece of wood, stone, or iron, over a window or door, to take the weight of the brickwork off the frame.

A "pier" may be a kind of a buttress projecting from a wall, or may mean a part of the wall itself, between two openings.

A "reveal" is the return from the face of the wall to window or door frame.

A "soffit" is the underside of any work.

A "string" is a part of the framing of the stair-case.

A "barge board" is the board overhanging the front, on a level with and fol-

lowing the shape of the roof. This board is cut in various forms and otherwise ornamented.

A "finial" is the pointed apex of the above mentioned board, or the like worked in stone in a gable.

"Folding" shutters are hung together with butt hinges, and fold back to side of window in a boxing.

"Lifting" shutters go down into a casing below the window, and lift up by means of cords and weights, the same as the window sash.

A "dwarf" cupboard is about 3 feet high, with a deal top on same, forming a sideboard.

A "high" cupboard goes from floor to ceiling, but sometimes stopping short of the latter.

A "square" panel door is a plain door.

A "moulded" panel door is a door with

mouldings nailed round the inside of the panels.

There are several kinds of stair cases. The "single flight" goes straight from top to bottom.

The "straight" handrail goes from one newel to another.—Illustrated Carpenter and Builder.

The estate of Joseph Heroux, contractor, Yamachic, Que., is reported to be in financial difficulties.

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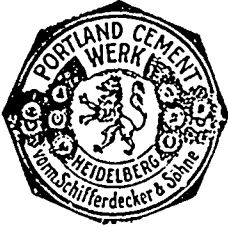
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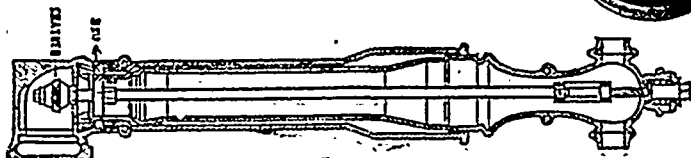
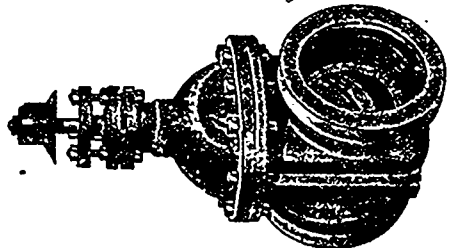
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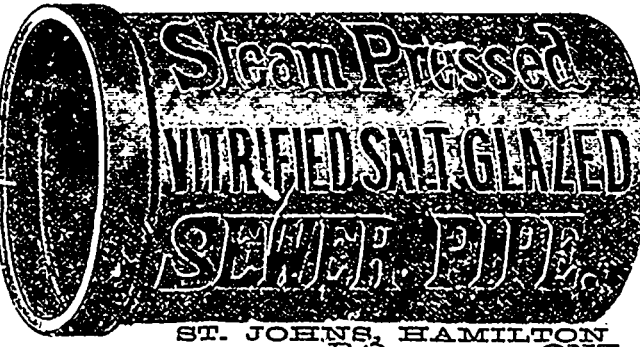
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MUNICIPAL DEPARTMENT

GOOD ROADS CONVENTION.

Arrangements are being completed for the holding of a Good Roads Convention in the city of Ottawa about the end of January. It will be under the auspices of the Eastern Ontario Good Roads Association, and will probably be the most important gathering of the kind ever held in Canada. The discussion will be confined to the one question of how such roads can be best secured, it being now agreed by all municipalities that good roads are necessary. There will be exhibits of road-making machinery, and experts will be present to operate them. It is possible that speakers may be present from the state of Maine and from the National Good Roads Association of the United States. Further particulars regarding the convention may be obtained from Mr. H. B. Cowan, of the Ottawa Journal, who is secretary of the Good Roads Association.

LEGAL DECISIONS AFFECTING MUNICIPALITIES.

City of Hamilton v. Kramer Irwin Rock Asphalt and Cement Paving Co.—This suit was finally heard in the High Court of Justice at Toronto. Judgment (H.) in action tried at Hamilton brought to recover damages for breach of an agreement made in 1894 between the corporation and company for the paving, etc., of portions of James street, between Stuart and Hunter streets, and of King Street, between Bay and Wellington streets, with best quality of Trinidad asphalt, and keeping the same when constructed in repair. Held, that upon the true construction of the contract the engineer has been instituted the supreme and final judge both of the necessity of the repairs and of the reason why they have become necessary. There is no suggestion of collusion or bad faith on his part. The profile or cross-section annexed to the specifications does not show that the Street Railway Co.'s rails are supported by "chairs" or "shims," but the fact that such was the case and that the rails did not rest directly on the dies was known to at least one of the defendants, probably before execution of the contract, and certainly before they did any of the work on the ground except some excavation, and this state of affairs was apparently acquiesced in by defendants, there being no protest or objection except some casual conversation with their engineer, who had no power to modify any terms of the contract. It has not been proved that in consequence of this style of construction, with the tamping in of the cement, as it was or ought to have been done, the vibration of the rails is materially increased. Judgment for plaintiffs for \$6,485.48, with cost. Subject to a reference, which defendants may have at their own expense and risk if they desire. On satisfying the plaintiff's judgment and giving the proper indemnity the defendants

will be entitled to be surrogated to the plaintiff's position against the Street Railway Co.

ROAD MAKING.

In a report on road making to the City Council of Stratford, Ont., Angus Smith, city engineer, says:

"The art of road making is very old. Julius Caesar built military roads of concrete in Europe which exist in part to-day, under the traffic of twenty centuries, and I see no reason why Portland cement pavement should not become the future roadway. Although not so elastic as asphalt it is equally as smooth and far more durable, and is being used in Chicago, Philadelphia, and European cities. The finding of new beds of cement, and the apparently unlimited supply, with the consequent cheapening of the cement, will be a factor in introducing this style of roadway. The first cost and cost of maintenance of the different roadways in use are approximately as follows:

Asphalt, original cost, \$2.80, nothing for repairs for first 10 years, 30 cents per yard for next 5 years. At the end of this time it is worn out and costs \$1.70 per yard to put it in good repair.

Scoria on 6-inch concrete costs \$4 per yard to put down, and needs no repairs and is in fair condition at the end of 15 years.

Granite on 6 inch concrete costs the same and wears a little better.

Brick on a 4 inch concrete costs \$1.80, 10 cents per square yard to keep in repair

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for the second five years, and 25 cents for the third five years. At the end of 18 years the pavement is worn out and will cost \$1 to repair.

Macadam costs \$1.60, \$1.25 and 90 cents per yard to put down, according to grade. At the end of 18 years it is in good condition, but the cost of repairing is rather high, 40 cents for the first five years, 50 for the second, 50 for the third, this cost being about the same in each grade. The total cost of macadam for 15 years is \$3 per yard for the first grade, \$2.65 for the second and \$2.30 for the third.

As for cedar blocks, if laid on 6 inch concrete they cost \$1.70 to put down, and 75 cents for repairs during the second five years. This includes the cost of renewing once in 7 years. The block can be renewed for about 60 cents per yard. It would therefore appear that macadam is the cheapest pavement at the end of 15 years.

An eminent American engineer gives the life of pavements on concrete as follows: Granite, 25 years; asphalt, 18 years; brick, 15 years; block, 10 years.

As to macadam the author does not attempt to assign a limit, stating that this pavement may be laid to have no end if properly cared for. But it requires a constant infusion of the elixir of repairs to bring about this eternal life.

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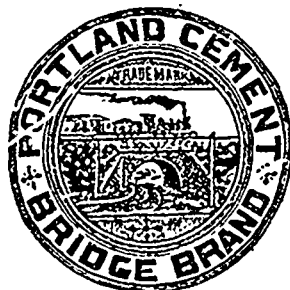
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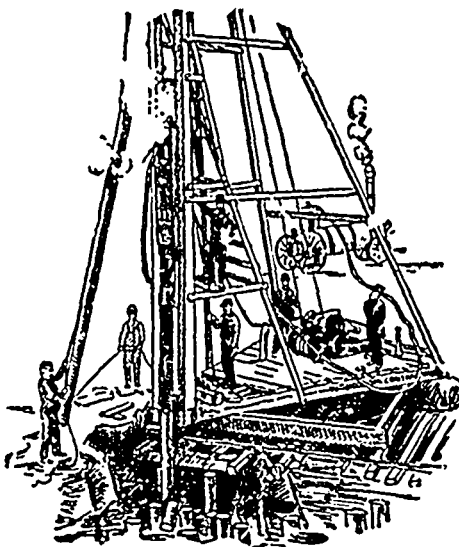
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Prices of Building Materials.

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Table with columns for F.O.B. locations (Milton, Ont., Montreal) and prices for various types of pressed bricks.

Table for DON VALLEY PRESSED BRICK WORKS, listing prices for various brick types and quantities.

Table for TORONTO PRESSED BRICK AND TERRA COTTA WORKS, listing prices for various brick and tile products.

Table for BEANSVILLE BRICK AND TERRA COTTA CO., listing prices for various brick and tile products.

Large index table listing various construction-related categories such as Architects, Contractors' Plant, Mantles, Grates, Reflectors, Roofing Materials, etc., with corresponding company names and page numbers.

Table for BEANSVILLE, MONTREAL, listing prices for various types of Peerless and Roman Red bricks.

Table for STONE, listing prices for various types of rubble, granite, and paving stones.

Table for CREDIT VALLEY STONE, listing prices for various types of rubble and paving stones.

Table for SLATE, listing prices for roofing and decorative slate products.

Table for CEMENT, LIME, etc., listing prices for various types of cement and lime.

Table for ARCHITECTURAL VARNISHES, listing prices for various types of varnishes and decorative finishes.