

SECOND
SEMI-ANNUAL REPORT
OF
THE WATER COMMISSIONERS
FOR THE
CITY OF HAMILTON.

Transmitted to the City Council, 31st December, 1857.



HAMILTON:

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1858.

REPORT

TO THE

Mayor, Aldermen, and Commonalty of the City of Hamilton.

The undersigned, Board of Water Commissioners for the City of Hamilton, respectfully beg leave to submit the following Report.

In their first semi-annual Report made to your Honorable Body upon the 30th June last, the Commissioners said---

"In deciding to proceed with these works during a time of general depression, the Commissioners have in view, not only the ultimate productive character of the expenditure, but the consideration that at no previous time, within the last three years, could they have expected to have put the work under contract under more favorable circumstances with respect to economy of construction, or when the progress of such a useful undertaking would afford greater relief to the population thrown out of employment by the suspension of private and other corporate enterprises. From the superior character of Water Works Debentures, having the additional security of a first mortgage upon the works, they anticipate no difficulty in negotiating them upon favorable terms, either for cash, or for the necessary pipes and machinery constituting the largest portion of the expenditure.

Upon the 11th June it was resolved that the Engineer be requested to address Messrs. Gartshore, Gunn, Gurney, and McQuesten, and elicit from them the probability of their being in a position to supply the Pipes and Engines; and upon 7th August these parties were respectively requested by the Secretary to name a price payable in cash, and also one payable in Water Works Debentures at par.

On the 25th June it was resolved to put the Distributing Reservoir in Barton under Contract, and upon the 27th of the same month the work was advertised, and was awarded upon the 17th July to A. P. McDonald, at prices within the Engineer's estimate.

The Engineer having reported his views with respect to the Pipes and Engines, in a letter dated 24th July, (which is appended to this report,) the Commissioners, on the 30th July, invited tenders from the parties with whom the Engineer had been in correspondence relating to Engines and Water Pipes.

Upon the 13th August, tenders were received from D. C. Gunn, of Hamilton, and John Gartshore, of Dundas, for the Pumping Engines, and from Mr. Gartshore, alone, for the Pipes.

Upon the 25th of August, the Secretary was instructed to address the parties in this city, representing the several Pipe makers in Scotland, requesting them to make tenders in cash, and also in Debentures at 20 years, for the Pipes required.

Mr. D. Y. Stewart, an eminent Pipe Manufacturer, of Glasgow, having arrived in the city, in the early part of September, the Board had a conference with him, and upon the 10th of September the tender of Mr. Stewart for the supply of the Pipes, and that of Mr. Gartshore for the Engines, Boilers, &c., were accepted,—the prices being within the Engineer's estimate, and both being payable in Water Works Debentures at par.

All the Pipes of 12 inch diameter, and over, will be cast in lengths of twelve feet, and with the sockets downward—an advantage equivalent to about ten per cent. over the ordinary method of casting. The Commissioners were particularly desirous that as much of the work as possible, both of the Pipes and Engines, should be executed in this city, and would have felt themselves warranted in paying an extra price to secure so desirable an object. For the Engines, however, Mr. Gartshore's tender was not only several thousand pounds lower than any other, but was payable wholly in Debentures. Moreover from the nature of this work, but a small portion of it could have been done by any establishment in this city. Mr. Gartshore is now importing the heavier and more important castings and forgings from abroad.

With respect to the Pipes,—Mr. Gartshore's tender for these was based upon the erection of an establishment in Hamilton for the purpose of manufacturing them,—there being no establishment now existing in Canada where such an order could be filled. It will, however, be sufficient explanation of the acceptance of Mr. Stewart's tender to say that it saves about fifteen thousand pounds to the city in the cost of the Pipes as estimated at their price if manufactured here.

The excavation of the Reservoir has been proceeded with, about three-fifths of the whole being removed. In consequence of the distressed state of the money market, resulting from the financial crisis, it was not considered desirable to do more this year. Enough has been done to attain the object sought for, viz., the solidification of the base of the embankment, and a knowledge of the nature of the excavation, which last, from its solid and water-tight character, proves admirably adapted for the purposes for which it is designed.

All of which is respectfully submitted.

CHAS. MAGILL,
ADAM BROWN,
D. B. GALBREATH,
M. W. BROWNE,
PETER BALFOUR

HAMILTON, 31st December, 1857

APPENDIX.

LETTER OF THE ENGINEER.

Toronto, 24th July 1887.

TO THE SECRETARY,

WATER COMMISSIONERS, HAMILTON.

SIR,—

As the season is fast advancing, I take the liberty respectfully to call the attention of the Commissioners to the propriety of making early arrangements for the Engines and Pipes;—a step which is necessary in order to make any progress next year, as well as to attain the greatest economy.

I have already, in conversation at the Board, stated my opinion that the safest course would be to put the Engines in the hands of responsible manufacturers of Pumping Engines, who have constructed similar ones before. If, however, the Commissioners decide to have the work done upon this side of the Atlantic, the attempt may as well be made in Canada as in the U.S. because no similar Engines have been built there, and because the duties, transportation, &c., would make the cost as great as if built in Canada. It should be stipulated that the Contractor must obtain the services of a competent person who is familiar with the Engines required.

Precautions should also be taken in ascertaining the financial responsibility of the Contractor to go through with his undertaking, as the work will range between £20,000 and £25,000; and when one-half of this sum is advanced, there will be no retreating, or opportunity of transferring the unfinished work to other hands.

I think the Engines, if constructed in Canada, should not cost any more, if so much, as if imported. It is on the ground of security, rather than any saving in first cost, that I have recommended their importation from Britain.

With respect to the Pipes—the quantity required being nearly 1,000 tons, the value of which, laid down in Hamilton, will be about £45,000, it is evident that a difference of ten per cent. in the cost, if imported or made here, would be an item to be considered; with these, as with the Engines, if not imported from Scotland, they ought to be manufactured in Hamilton more advantageously than they could be obtained from the U.S., provided the Contractor erects a suitable establishment, and imports experienced pipe foundries. There is, however, an important consideration with respect to the length of the larger pipes, as they are offered as by a celebrated Scotch pipe maker, one-third longer than they have hitherto been made in America. There are but few makers, even in Britain, prepared to give this length, and those who cannot do so assert there is no advantage in it. In our pumping main it would save us the making and maintaining of one thousand

lead joints, besides a good deal in the weight of metal. I consider therefore this is a subject of sufficient importance to be inquired into. I have great doubts of the ability of any parties here to supply pipes 12 feet long, even if they are found willing to undertake it.

To a certain degree, the same considerations will apply to the turned and bored pipes, the work of which will, in all probability, be more accurately and economically performed by these establishments which have been accustomed to it upon an extensive scale.

If the Commissioners find that the prices for pipes here are higher than can be afforded, or that the desired quality cannot be manufactured here, the best way to obtain tenders in Scotland will be to send one of their number there empowered to close a contract at or below a certain price. This course, which was pursued with respect to the Quebec and Montreal Water Works, will enable them to contract in all probability 10 per cent. lower than can be done by correspondence with the principals, or by treating with their agents. The sooner also that the contract is offered upon the Clyde, the better terms can be obtained.

The prices of Engines and Pipes in Britain are sufficiently well known to enable the Commissioners, on receiving tenders here, to decide whether, on the score of price, it will be necessary to go to England or Scotland. I therefore think the proper course is to obtain the Canadian tenders as soon as possible, and if it be found, upon the whole, that more advantageous offers are made on the other side of the Atlantic, the Commissioners will be in a position at once to close with a good offer—an advantage which cannot be had by correspondence.

I have the honor to be,

Sir,

Your obed't serv't,

THOS. C. KEEFER.

Engineer H. W. W.

showing receipts and expenditures from 30th June to 31st December, 1857, in accordance with the Act incorporating said Commissioners

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Chairman.