

(23) Cost of paving street intersections is paid by the city, also the cost of any excess in width of street over 50 feet.

(24) City pays one-third of cost of pavement and two-thirds is assessed on abutting property, which is paid in cash, or bonds of city are issued, which are paid from deferred payments of assessments with interest.

(25) Tax bills are issued for each piece of property assessed and taken by the contractor. If unpaid in thirty days they are collected as other delinquent taxes unless property owner elects to pay in instalments. Tax bills are then replaced by city bonds, which are paid by the proceeds of the deferred payments of assessments. City bonds draw 1 per cent. less interest than deferred payments of assessments, thus giving a fund for expenses.

(26) The bonds issued in anticipation of collection of assessments are first offered to the state school fund commission and if it does not have funds to invest they are readily sold at $4\frac{1}{2}$ per cent., non-taxable.

(27) Paid from proceeds of wheel tax and auto licenses, as long as the fund is large enough; then streets on which repairs are too heavy are resurfaced by assessment.

(28) City pays for resurfacing or reconstructing street intersections, property is assessed for remainder.

(29) City council decides whether street should be resurfaced or reconstructed. If reconstructed, the cost is met by assessment. If resurfaced, city pays cost in some instances. In case of ordinances filed with report, city was assessed one-third of cost, street railroad cost of paving track space, and property owners two-thirds of cost of plain pavement. Procedure was same as for original construction after old pavement was condemned as unsanitary and worn out. City's share is paid from general city revenues.

(30) A pavement may be resurfaced by the city and the abutting property owners or by special assessment, in the latter case the procedure being the same as for reconstruction or for original construction by this method as outlined in Note 7 above.

(31) City pays cost of resurfacing. If street is reconstructed procedure is same as for new construction as under Table A.

(32) The district for paving or repaving a street extends to the centre of the alley in rear of abutting property, or, if none, 300 feet back from street line.

(33) If property owners petition for resurfacing or reconstruction of street procedure is same as for new construction. If city resurfaces or reconstructs without petition, the city pays the bill out of general funds.

(34) City pays for resurfacing streets from general fund. Cost of reconstruction is divided between city and property owners, proportion not given.

(35) Procedure for reconstruction is same as for new construction and is paid for from general funds or bond issues raised by general taxation.

(36) City does a small amount of resurfacing by the general maintenance force, but most of resurfacing is done, the same as reconstruction, by same procedure as new construction.

(37) City pays for resurfacing, the need for which is determined by the road committee of the city council. Part of cost of reconstruction is paid by city and part by property owners, the necessity of reconstruction being decided by the city council. The city's share of the cost is met by improvement bonds which are paid by general tax.

(38) As city pays for resurfacing, no petition is required and the need for it is determined by the city council

on advice of the commissioner of public works and the city engineer. Fifteen-year bonds are issued, which are paid from general taxes. Reconstruction is authorized by ordinance of the city council and paid for by city, same as resurfacing.

(39) The city pays one-third the cost of resurfacing and reconstruction and two-thirds is assessed on property.

(40) The city pays three-fifths the cost of resurfacing and reconstruction and two-fifths is assessed on property. The city's share is paid from the general funds or proceeds of paving bonds, met by tax on city.

(41) Procedure is same as for new construction except that usually about one-half the cost of reconstruction is paid by city from funds of department of works. The city has issued no paving bonds for twenty years.

(42) For some years city council has assessed one-fourth of cost of resurfacing asphalt or brick on the city, and three-fourths on abutting property. Reconstruction is treated same as new construction.

(43) One-tenth of cost of resurfacing and reconstruction is paid from the budget of the year and nine-tenths from the proceeds of ten-year local improvement bonds, which are paid by taxes on entire city.

(44) The city council, on advice of the commissioner of engineering, decides when a street shall be resurfaced or reconstructed. The procedure and method of payment are the same as in the case of new construction except that the city usually pays 50 per cent. of the cost from bond issues met by general taxes.

(45) Same procedure as for new construction except that city pays 50 per cent. of cost plus cost of intersections from general taxes, the other 50 per cent. being assessed as benefits on the abutting property.

(46) The state law for repaving pays 50 per cent. by general tax and 50 per cent. by assessment on frontage, but the city charter provides that for any replacement made within twenty years after the original construction the city shall pay two-thirds from general taxes and assess one-third on the abutting property.

(47) Payment same as for new construction except in case of partial resurfacing.

(48) Fifty per cent. of all cost of resurfacing or reconstruction above \$3 a square yard is paid by the city from general funds and 50 per cent. by assessment on abutting property.

(49) Funds may be raised by general tax, frontage tax or by assessment of private and public benefits.

A steamer made from a 40-gal. tank mounted on a portable wood-burning furnace was used very successfully during the past winter by the Interstate Water Co., Danville, Ill., for thawing frozen hydrants. The tank had a safety valve set at low pressure and carried enough $\frac{1}{2}$ -in. hose to reach from the boiler to the bottom of the hydrant. It took from 5 to 25 minutes to thaw the worst cases.

"The outstanding feature of the water powers of Canada is their fortunate situation with respect to existing commercial centres," says "The Engineer," of London, Eng. "Within economic transmission range of practically every important city from the Atlantic to the Pacific, except those in the central western prairies, there are clustered water-power sites, which will meet the probable demands for hydro power for generations."

One result of the war is likely to be the forcing of Spain into the ranks of producers of ferro-manganese. By a recent Anglo-Spanish agreement, it was stipulated that Great Britain should supply to Spain ferro-manganese to the extent of 120 tons per month, which was shared among the various producers of steel. Deliveries have been interrupted by the war, and in consequence at least six electro-metallurgical companies have taken steps to produce the article themselves.