

exclusive of grading and foundation course.) About 10,326 sq. yds. of creosoted wood block were also laid.

As for 1915 work, no detailed estimate is available as yet. The city will probably construct between 150,000 and 175,000 sq. yds. of pavements, but yardages of different types have not been decided upon, according to Mr. A. F. Macallum, the city engineer.

Kamloops, B.C.—There was no paving done in 1914, and the only road work decided upon for the coming season is the spraying of oil on some 60,000 sq. yds. of earth and gravel road. There are some 5 miles of sidewalks. Mr. Eric G. Kingwell is city engineer.

Kingston, Ont.—Some 10,870 sq. yds. of waterbound macadam, costing 38c., were laid by day labor. The rest of the paving was contract work, and included 7,998.8 sq. yds. of asphaltic concrete, costing \$2.35, including grading and a 6-inch concrete base; and 936.8 sq. yds. of concrete in track allowance, consisting of concrete slab 6 in. thick, with a ½-inch limestone cushion under ties and over the whole surface of slab, and then concrete to the top of the 4¼-inch rail. This cost \$4.48 per sq. yd., including grading, etc. Sandstone block was also laid in track allowance to the extent of 5,255.5 sq. yds., and cost \$5.33, including grading, etc. This also had a 6-inch concrete slab with ½-inch limestone screenings over its surface; then concrete to the base of the rail and sandstone block above it. Pavement mileage now totals 2.616, some .549 mile having been added last year at a cost of \$49,459.55. In addition, \$1,857.15 was spent on curbs and gutters and \$19,950.40 on sidewalks. Mr. R. J. McClelland, city engineer, stated that, at time of writing, council had not decided upon paving work for 1915.

London, Ont.—Last season's paving work included 22,744 sq. yds. of sheet asphalt laid by contract at \$1.46, and 20,516 sq. yds. asphaltic concrete, also contract work, at \$1.25. Gravel road to the extent of 11,036 sq. yds. and 4,755 sq. yds. of concrete pavements were laid by day labor. There was also a stretch of 6,933 sq. yds. of vitrified brick laid by contract. The above prices for sheet asphalt and asphaltic concrete were inclusive of grade and foundation. London's total paving mileage is now 12.89, an addition of 4.35 miles resulting from 1914 work, at a total cost of \$134,029. Pavement repairs amounted to \$900. Curbs and gutters involved an expenditure of \$13,463.75 and sidewalks, \$19,630.75. There are now 160.3 miles of sidewalks in London.

The paving programme for 1915 will eventually amount to \$250,000 or over, but exact information is not available as yet. The following yardages have been practically decided upon: Asphaltic concrete (including bitulithic), 54,000; vitrified brick, 5,200; concrete, 9,800, and gravel, 3,200. According to a later report, over \$140,000 worth of asphalt will also be laid. The estimate for sidewalks is \$20,000. Mr. H. A. Brazier is city engineer.

Moncton, N.B.—The only paving work done last year consisted in the application of tarvia surfacing to about 6,233 sq. yds. of macadam on slag foundation, at a cost of 80c. per sq. yd., or \$4,986.40 (day labor). Expenditure on curbs and gutters amounted to \$8,125.92 and on sidewalks \$33,025.11. There are now 1.25 miles of pavements and 26.71 miles of sidewalks. No 1915 work has yet been decided upon. Mr. J. Edington is city engineer.

Moose Jaw, Sask.—No new pavements were laid. About \$1,517.37 was spent on repairs to existing pavements. Curbs and gutters and sidewalks involved an expenditure of \$103,691.98. The city has now 4.5 miles of pavements and 40.17 miles of sidewalks. In 1915 it is proposed to construct 16,628 sq. yds. of asphaltic con-

crete and about 3,000 sq. yds. of sidewalks. Mr. George D. Mackie is city engineer.

New Westminster, B.C.—Mr. J. W. B. Blackman, city engineer, states that 1915 work will cost \$67,000 and will include the addition of about half a mile of Hassam paving. No 1914 work was reported.

Oak Bay, B.C.—This municipality, of which Mr. R. Fowler is engineer, laid about 37,800 sq. yds. of 3½-inch tar macadam on a 6-inch Telford base at a cost of 92c. by day labor, thereby increasing its mileage of pavement from 6 to 8½ miles at an expenditure of \$35,877. In addition, \$24,439 was spent on road and pavement repairs, and \$36,402 on new sidewalks, the total length of which now amounts to 17.75 miles. No 1915 work is yet reported.

Ottawa, Ont.—Asphaltic macadam, to the extent of 4,111 sq. yds., was laid by contract at a cost of \$1.20. Some 3,500 sq. yds. of Rocmac surfacing was laid by day labor at about \$1 per sq. yd. The same price obtained for about 18,000 sq. yds. of tarvia, also laid by day labor. Contract work included 124,530 sq. yds. of sheet asphalt at \$1.28; 5,571 sq. yds. of stone block at \$2.80, and 22,000 sq. yds. of creosoted wood block at \$2.75. The total expenditure on new pavements amounted to some \$700,000 and on pavement repairs \$33,355.20. Sidewalk expenditure was \$82,636.90. The mileage of sidewalks is now 197.32, and of pavements 44.76, about 9.8 miles of the latter having been laid in 1914.

Work for 1915, as at present projected, includes 9,000 sq. yds. of treated wood block, 22,000 sq. yds. of stone block, 100,000 sq. yds. of sheet asphalt, 1,000 sq. yds. Rocmac and 10,000 sq. yds. tarvia, the total estimated cost being \$600,000. In addition, \$100,000 will be spent on sidewalks. Mr. F. C. Askwith is acting city engineer.

Peterborough, Ont.—Last year's paving was done by contract and included 35,986 sq. yds. of asphalted concrete at \$2.15 to \$2.19 per yard, and 4,564 sq. yds. of vitrified brick at \$2.96 per sq. yd. This added 1.84 miles of pavements last year, bringing the total up to 2.34, at an expenditure of \$115,000. New sidewalks cost \$12,770, and the total sidewalk mileage is now 67. Pavement estimates for 1915 have not been decided. It is proposed to construct test sections of several types of the lower priced pavements. About \$10,000 will be spent on sidewalks. Mr. R. H. Parsons is city engineer.

Portage la Prairie, Man.—The city has about 25 miles of sidewalks, but no pavements. It is unlikely that any will be started this year. Mr. Alex. Taylor is city engineer.

Port Arthur, Ont.—Some 38,536 sq. yds. of water-bound macadam, laid by contract at a cost of 35c. per sq. yd., constituted the new pavement work in 1914. A tarvia surfacing on macadam cost \$1,157.95, and some pavement repairs cost \$1,177.79. About \$15,383 was spent on sidewalks. The total mileage of pavements is now 30 and sidewalks 29. According to the city engineer, Mr. L. M. Jones, no paving work is projected for 1915.

Regina, Sask.—There were 28,525 sq. yds. of asphaltic concrete laid in 1914 at a cost of \$3 per sq. yd., exclusive of grading, but including foundation; 26,754 sq. yds. of sheet asphalt at a cost of \$2.85 per sq. yd., and 2,203 sq. yds. of stone block at \$5.45 per sq. yd. According to a statement made by Mr. F. McArthur, city engineer, the 1915 work has not yet been decided upon.

Saskatoon, Sask.—During 1914 about 4,400 sq. yds. of asphaltic concrete was laid by contract at a cost of \$2.90. Other small additions and repairs brought the total pavement expenditure up to \$20,481.31, including