PAVEMENT CONSTRUCTION IN TORONTO*

ASPHALT PAVEMENTS.

During the year 1905 five heavy asphalt pavements and twenty-five light asphalt pavements were constructed. The pavements laid aggregate 17,000 square yards of heavy asphalt, and 54,200 square yards of light asphalt, and a total length of 5.404 miles. The total length of asphalt pavements in the City is now 56.29 miles, or 20.36 per cent. of the total length of paved and unpaved streets in the City.

Last year a table was compiled showing the maximum, minimum asphalt when compared with the prices prevailing in 1904.

The repairing of asphalt pave-ments, upon which the terms of guarantee have expired, was let by tender, the prices for the year being 89 cents and 82 cents for the heavy and light asphalt surfaces respectively, and \$5.34 per cubic yard for concrete foundation. There was expended during the year the sum of \$22,600 for asphalt repairs.

Concrete curbing has entirely superseded stone curbing in the construction of asphalt pavements, 41,- allowance aggregated 2.118 miles, as compared with 1.474 miles constructed in 1904. Compared as to area, 41,656 square yards of brick pavement of all kinds was constructed in 1905, and 27,946 square yards in 1904. Of this total area, 10,415 square yards was laid with Canadian vitrified brick, and 31,241 square yards with American vitrified block. In last year's Annual Report I anticipated this preponder-ance of the American product, and submit that the result is quite justifiable, when the price and quality are



PAVMENT ON WITHROW AVENUE, TORONTO.

and average price of asphalt pavements, from 1901 to 1904 inclusive. Below is found this table brought to date by the addition of the prices

		Maxi- mum.	Mini- mum.	Aver-
1001			\$2.30	\$2.546/10
61	Light		1.82	2.041/2
1902	Heavy.	2.60	2.45	2.54
	Light	2.15	1.66	2.011/4
1903	Heavy.	2.50	2.14	2.21 3/5
	Light	1.88	1.60	1.70
**	Heavy.	2.30	2.15	2.226/10
	Light	1.83	1.53	1.65
1905	Heavy.	2.19	1.99	2.05
	Light	1,66	1.36	1.51

This shows a drop of 8 per cent. in the contract cost of heavy asphalt, and 81/2 per cent. in that of light

253 lineal feet of combined concrete curb and gutter, and 7,500 lineal feet of concrete gutter only having been laid during the year 1905. The 5-in. concrete curb is found to be too light a construction to give the necessary stability to the pavement, and it is proposed in future to favor more largely the use of 6-in.curbing. This will add very little to the cost, and much to the appearance and character of the work.

BRIC PAVEMENTS.

In 1905 brick pavements on streets aggregate 1.633 miles, as compared with 1.402 miles constructed in 1904, and the construction and reconstruction of track

At the lowest ruling compared. prices, the Canadian brick required to lay one square yard of pavement cost 94¼ "cents, and the American blocks required to lay a similar area cost 97 cents, while the quality of the product, as determined by the product, as determined by the standard abrasion test after 1,000 revolutions and 2,000 revolutions, is represented by the ratio:

To obtain these results, 110 samples of Canadian brick were tested, and 160 samples of American block.

^{*}From the Annual Report of the City Engineer for 1985.