MUNIGIPAL DEPARTMENT.

WOOD BLOCK ROADWAYS.

Though granite blocks make a very dutable, and asphalt a very smooth and pleasant roadway, yet for smaller towns woodblocks or bricks are more desirable, on account of their being cheaper at first.

Wooden block roads, of either tamarac, yellow pine or cedar, seem to have been in longer and more general use than brick.

Wood makes a noiseless pavement, which, when it is in good order, is smooth and pleasant to drive over. The great objections to it are that it does not last long in good condition, and that it absorbs a great part of the liquid refuse on it, which ferments or decomposes and gives rise to very unhealthy and disagreeable exhalations, during hot weather especially.

The transverse section of a wooden road should not be too flat, so as to enable it to shed the water from it quickly and effectually. In London, England, the wooden pavements put down some years ago had a transverse slope of one (1) inch per yard; one (1) inch in four (4) feet is probably sufficient in almost any place.

The best foundation is concrete as above described, but a cheaper foundation can be made of gravel well watered and rolled; a layer of sand well rolled and covered with two (2) inch plank, and another layer of sand, on which the blocks are placed, also makes a good foundation if the roadbed be well drained.

Of the various kinds of wood used, pitch pine wears the best. In London, after four and a half (4½) years' use, the wear on its surface was almost imperceptible; its cost, however, is too great to admit of its use in a general way. Elm and oak will not stand the exposure to the weather, and creesoting the blocks does not seem to be economical, as the advantages obtained from its use are more than counterbalanced by its cost.

Tamarac, yellow pine and cedar seem to last the best. The first two are used in the shape of blocks about three (3) inches wide, by nine (9) inches long, and six (6) inches deep, though probably five (5) inches is deep enough, since when the blocks get worn down to a depth of about three (3) inches the readway must be see three (3) inches the roadway must be re-

The blocks should be laid with the fibres upright and with joint spaces about three-eights (3%) of an inch wide; these spaces are filled in with sand, cement grout or pitch, the last of which would seem to be the best, as it keeps the joints water tight. The surface should be covered with fine gritty gravel or coarse sand. Yellow pine or tamaracjwill last from six (6) to ten (10) years in fair condition if defective blocks are promptly removed; seven (7) years, however, is the most that should be counted on.

When cedar blocks are used they should be stripped of their bark and sapwood, which causes the blocks to wear round on which cluses the blocks to wear round on the top like cobble stones. Cedar is al-ways used in the shape of full sections of the tree, and is never squared, as it would then split too readily. The smaller blocks should not be less than four (4) inches in iameter, nor more than nine (9) inches, hen stripped of the bark and supwood. he smaller blocks should be laid alterhately with the larger, so as to fill the paces better. The interstices between he blocks are filled in the same manner is the spaces between square blocks; ravel or sand is sammed in with iron rods, and may be covered with a state of the same and the same and the same are same as the same and the same are same as the same are same are same as the same are same as nd may be covered with pitch, and the hole surface covered with five gravel or parse sand. Blocks, when laid on sand, hould be well rammed with a maul at

ast seventy (70) pounds in weight. Blocks which show signs of decay or

From Prire Essay on "Road making and Mainten-ce" by Henry Irwin, B. ..., C. F., Montreal, and pub-ted by University of Pennsylvania.

uneven wear should be immediately removed, and the whole surface should be kept free from dirt. Coarse sand should be occasionally spread on it, and it should also be well watered in dry weather.

BRICK PAVEMENTS.

Vitrified brick makes a smooth pave-ment having a uniform surface at all sea sons of the year, it is not soft in summer like asphalt, is not yielding like wood when decaying, and offers a surer footbold for horses whether the loads which they draw be light or heavy.

Vitrified brick for roadways, when made of the proper material, is an artifical grantic, it will resist a crushing strain equal to or exceeding grantic, and by not becoming slippery under traffic, its wearing life is greater than granite, for under heavy traffic granite becomes slippery after a few years of use, but virtified brick does not become slippery at any period, hence the actual economic usefulness of the brick paving roadway is longer than that of a granite or other pavement.

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FOR SALE-one of the best building sites in Parkdale, situated on the north-east corner of Ronces alles and Harvard Avenues, close to Queen Street Size of lot, 32,5 x 105 ft., already fenced, in brick limits. Parkdale property is in demand for residential purposes, and this lot is well situated. Terms easy to first-class men. Apply to

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CAST IRON STREET GULLEY.

Over some Gulleys are now in use in the following owns. Montreal, Toronto, Ottawa, Quebec, St. Cuneto etc. St. Henti, Peterboro, Owen Sound, Samia, Jose St. Antonie. A saving of \$2200 each gulley over the brick gulleys.



LEWIS SKAIFE.

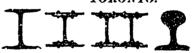
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--) AND (--

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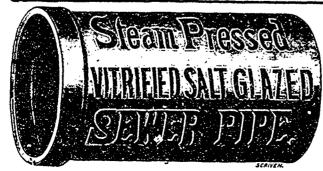
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Factories, Cellars, Stable and Coach-house floors.

On concrete base or on wooden flooring, ALSO ROOFS. Estimates furnished.

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Prices of Building Materials.

LUMBER. LAR OR CARGO LOTS

Toront	o. Mo	otreal.

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Hard Building Moulded and Ornamental, per	8 00
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Roof Tiles Diamond locking tile	74 00
Diamond locking tile	1000

First quality, f.o.5. at Campand quality, f.o.b....