

MUNICIPAL DEPARTMENT

GOOD ROADS CONVENTION.

Arrangements are being completed for the holding of a Good Roads Convention in the city of Ottawa about the end of January. It will be under the auspices of the Eastern Ontario Good Roads Association, and will probably be the most important gathering of the kind ever held in Canada. The discussion will be confined to the one question of how such roads can be best secured, it being now agreed by all municipalities that good roads are necessary. There will be exhibits of road-making machinery, and experts will be present to operate them. It is possible that speakers may be present from the state of Maine and from the National Good Roads Association of the United States. Further particulars regarding the convention may be obtained from Mr. H. B. Cowan, of the Ottawa Journal, who is secretary of the Good Roads Association.

LEGAL DECISIONS AFFECTING MUNICIPALITIES.

City of Hamilton v. Kramer Irwin Rock Asphalt and Cement Paving Co.—This suit was finally heard in the High Court of Justice at Toronto. Judgment (H.) in action tried at Hamilton brought to recover damages for breach of an agreement made in 1894 between the corporation and company for the paving, etc., of portions of James street, between Stuart and Hunter streets, and of King Street, between Bay and Wellington streets, with best quality of Trinidad asphalt, and keeping the same when constructed in repair. Held, that upon the true construction of the contract the engineer has been instituted the supreme and final judge both of the necessity of the repairs and of the reason why they have become necessary. There is no suggestion of collusion or bad faith on his part. The profile or cross-section annexed to the specifications does not show that the Street Railway Co.'s rails are supported by "chairs" or "shims," but the fact that such was the case and that the rails did not rest directly on the ties was known to at least one of the defendants, probably before execution of the contract, and certainly before they did any of the work on the ground except some excavation, and this state of affairs was apparently acquiesced in by defendants, there being no protest or objection except some casual conversation with their engineer, who had no power to modify any terms of the contract. It has not been proved that in consequence of this style of construction, with the tamping in of the cement, as it was or ought to have been done, the vibration of the rails is materially increased. Judgment for plaintiffs for \$6,485.48, with cost. Subject to a reference, which defendants may have at their own expense and risk if they desire. On satisfying the plaintiff's judgment and giving the proper indemnity the defendants

will be entitled to be surrogated to the plaintiff's position against the Street Railway Co.

ROAD MAKING.

In a report on road making to the City Council of Stratford, Ont., Angus Smith, city engineer, says:

"The art of road making is very old. Julius Caesar built military roads of concrete in Europe which exist in part to-day, under the traffic of twenty centuries, and I see no reason why Portland cement pavement should not become the future roadway. Although not so elastic as asphalt it is equally as smooth and far more durable, and is being used in Chicago, Philadelphia, and European cities. The finding of new beds of cement, and the apparently unlimited supply, with the consequent cheapening of the cement, will be a factor in introducing this style of roadway. The first cost and cost of maintenance of the different roadways in use are approximately as follows:

Asphalt, original cost, \$2.80, nothing for repairs for first 10 years, 30 cents per yard for next 5 years. At the end of this time it is worn out and costs \$1.70 per yard to put it in good repair.

Scoria on 6-inch concrete costs \$4 per yard to put down, and needs no repairs and is in fair condition at the end of 15 years.

Granite on 6 inch concrete costs the same and wears a little better.

Brick on a 4 inch concrete costs \$1.80, 10 cents per square yard to keep in repair

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for the second five years, and 25 cents for the third five years. At the end of 18 years the pavement is worn out and will cost \$1 to repair.

Macadam costs \$1.60, \$1.25 and 90 cents per yard to put down, according to grade. At the end of 18 years it is in good condition, but the cost of repairing is rather high, 40 cents for the first five years, 50 for the second, 50 for the third, this cost being about the same in each grade. The total cost of macadam for 15 years is \$3 per yard for the first grade, \$2.65 for the second and \$2.30 for the third.

As for cedar blocks, if laid on 6 inch concrete they cost \$1.70 to put down, and 75 cents for repairs during the second five years. This includes the cost of renewing once in 7 years. The block can be renewed for about 60 cents per yard. It would therefore appear that macadam is the cheapest pavement at the end of 15 years.

An eminent American engineer gives the life of pavements on concrete as follows: Granite, 25 years; asphalt, 18 years; brick, 15 years; block, 10 years.

As to macadam the author does not attempt to assign a limit, stating that this pavement may be laid to have no end if properly cared for. But it requires a constant infusion of the elixir of repairs to bring about this eternal life.

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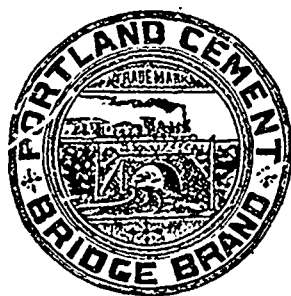
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