

## MUNICIPAL DEPARTMENT

### ROAD MACHINERY.

We are living in an age when economy of labor is being sought in every branch of manufacture and construction. To enable one man to do the work of two by the use of labor-saving machinery, says Mr. A.W. Campbell, Ontario Road Commissioner, is the tendency of development in every department of labor. The use of machinery in road-making is assuming prominence, and as a result we are enabled to obtain not merely greater economy, but actually better and more finished work on the highways. Of these machines, road graders, rock crushers, and rollers are the best known and most commonly used. To the list can be added wheeled scrapers for earthwork, especially useful in making cuts and fills; also the implements for making cement-concrete pipe for culverts, and minor appliances for the convenience of labor.

The machinery of road-making, like the machinery of farming, has developed very materially of recent years. A full plant for complete, economical and serviceable work is expensive. Cities can afford such a plant, nearly every city in the Province and a number of towns having supplied themselves with a full outfit of road-making machinery.

Townships, however, cannot as a rule do this. A road grader is all that the great majority will buy, and some have not even done this. Some few have bought rock crushers. The result is that only the very simplest of road-making appliances are available for use on the country road. The main roads, many of them heavily travelled, receiving all the traffic from a large territory, receive almost the same treatment in construction and maintenance as do the back concessions.

There is one, perhaps there may be said to be two, exceptions, and these point to a feasible plan for obtaining proper machinery for the heavily travelled roads. The County of Hastings, on its system of county roads, makes use of graders, a traction engine, a rock crusher, and a steam roller. In the County of Victoria, while it has not a system of county roads, the council pur-

chased a roller and rock crusher, to be used by the different township councils, a plan which, while an improvement, does not achieve the full success it deserves. The only system as yet suggested whereby these machines can be made available on our roads, is under a complete county system, where the roads subjected to heavy travel will receive the treatment they so urgently demand, both on the ground of economy and more efficient service.

### HOW PARIS REFUSE IS COLLECTED.

The perfect of the Seine has submitted to the Paris Municipal Council a new and comprehensive scheme with regard to disposal of household refuse—a question which has engaged the attention of the city fathers for many years. Since M. Poubelle, inventor of a destbin bearing his name, reorganized the collection of refuse from the houses of the capital when he was at the prefecture, there has been little to complain of respecting that part of the matter. The great question in Paris now

is what is to be done with the refuse when collected, especially when it requires an outlay of about 3,500,000 francs per annum.

According to the new plan, Paris would be divided into four sections of five arrondissements each, and in each section works for the disposal of the refuse would be erected. The method to be employed is that already adopted by several cities with considerable success, viz., incineration.

However, the refuse of only one arrondissement would be burned, that of the other four being pulverized and transformed into artificial manure for the important market-gardening districts around Paris. There would also be a special station near the Halles, for the disposal of the large quantity of refuse gathered in the markets daily. The cost of this scheme would be 10,000,000 francs, and the annual outlay for its maintenance 2,900,000 francs, which would mean a saving of about 500,000 francs, as compared with the present system.

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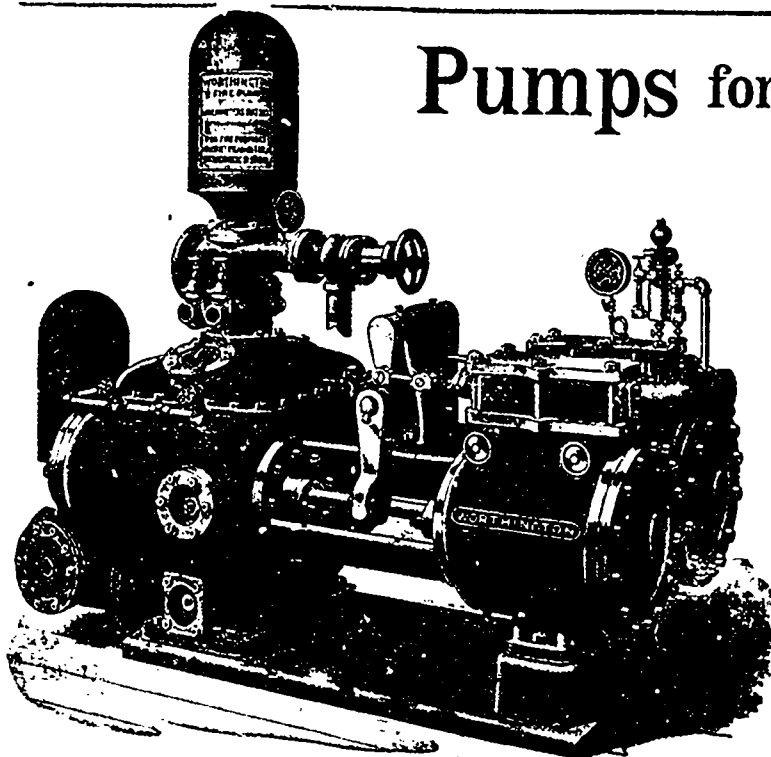
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