

FIRES.

General store of E. D. Edwards and residence of John Edwards at Franktown, Ont.; loss \$6,000.—R.C. church at Quamichan, B.C.; loss \$4,000.—Government light house on Point Pelee, Ont., totally destroyed.

CONTRACTS AWARDED.

MIDLAND, ONT.—Addition to school: Mr. Irwin, contractor.

ASHCROFT, B. C.—Brick block for Harvey, Bailey & Co.: Johnson & Gill, contractors.

SEAFORTH, ONT.—Granolithic sidewalks: F. Guteridge, successful tenderer, 11 cents per foot.

CHARLOTTETOWN, P. E. I.—Residence for J. J. Davies and N. D. Armour: Lowe Bros, contractors.

ST. JOHN, N. B.—Plumbing of Alexandria school: J. S. Coughlan, successful tenderer, at \$2,000.

VICTORIA, B.C.—Residence for Louis Hart: J. G. Tiarks, architect; T. H. Matthews & Co., builders.

PARRY SOUND, ONT.—Addition to Belvidere hotel: Gillespie & Grier, contractors, cost about \$6,000.

NIAGARA FALLS, ONT.—Decoration of Loretta Abbey: Begy & Son, St. Catharines, successful tenderers.

CAMPOBELLO, N.B.—Summer cottage for L. L. Prince; J. C. Trecartin, successful tenderer; price about \$10,000.

INDIAN RIVER, P. E. I.—New St. Mary's church: The Mechanics' Manufacturing Co., of Summerside, contractors. Plans were prepared by W. C. Harris, A. R. C. A.

WINNIPEG, MAN.—Y.M.C.A. building: George Browne, architect; Philip Burnett, successful tenderer, at \$60,513, exclusive of plumbing and heating. The building will be constructed of local buff brick and Bedford stone.

MONTREAL, Que.—Office building for Grand Trunk Railway: Carpenter work, Simpson, Peel & Co.; painting, Castle & Son; roofing, Douglas Bros., Toronto; hardware, James Walker & Co. The plumbing and heating contracts have not yet been awarded.

QUEBEC, QUE.—Wm. Davis & Son, of Cardinal, Ont., have secured the contract for masonry work of bridge across the St. Lawrence.—Road committee has awarded tenders as follows: Broken stone, Mrs. Ryland, for Beaufre stone, \$1.04 per yard; Cap Rouge stone, Frs. Parent, \$1.09; nails, C. A. Parent and H. O. Martineau; deals, etc., divided between Messrs. Rheume, Brown and Hooker; gully wells in stone, C. A. Parent, \$35; gully wells in iron, Ign. Bilodeau, \$48; stone curb, F. Parent; forge work, J. B. Pelletier; retaining walls, C. Cote & Cie., at \$12.80 per toise; sand, Wm. Tierney, 45 cents a load; stone and brick pavement, Parent and Bilodeau.

PRIZES FOR SCHOOL PLANS.

Prizes offered by the Ontario Educational Department for plans of school buildings have been awarded as follows: One-roomed school, A. H. Harkness, Toronto, \$80; two-roomed school, J. F. Brown, Toronto, \$100; three-roomed school, H. C. McBride, London, \$125; four-roomed school, J. F. Brown, Toronto, \$150. There were 111 plans submitted. The judges were: C. H. C. Wright, of the School of Practical science, High School Inspector Heath, Public School Inspector Fotheringham, and F. A. Heakes, architect of the Public Works Department.

MUNICIPAL
DEPARTMENT

COUNTY SYSTEM OF ROAD MAKING.

(Concluded.)

Property is very largely valued according to distance from the market and the convenience with which the market can be reached. Property a long distance from the market is affected to a greater extent by the bad condition of the roads than is property very near the market. Good roads are therefore of greater value to townships a long distance from the market town than those in the immediate vicinity.

Under a county system, durable road construction would be undertaken; the economic value of this work would be seen and appreciated by the people of the different townships. The well built roads would stand as object lessons, and would teach the better expenditure of funds spent by the township on the roads maintained by them.

While there may be some feeling averse to townships parting with any control of their roads, it is nevertheless impossible, under a township system, to levy taxation equitably, or employ the most economical, and at the same time serviceable system. The trend of opinion has turned towards collecting the most important roads of

each county, placing them under the management of the county council. It has been shown that by such a means, roadmaking can be placed on a more business-like basis, and consequently greater efficiency is secured. It provides for a more equitable system of levying the cost, for a better use of modern machinery, and for a higher grade of oversight and workmanship. At the present time, township councils are unable to maintain the roads by statute labor, and are in consequence compelled to make annual appropriations of money from the general tax. This money is, in the main, spent on the roads which would comprise a county system, but owing to the contracted character of the system, township councils are unable to apply this expenditure to the greatest advantage.

Despite the advantages of a county system of roads, township councillors are frequently unwilling to give up any of their present powers, and the influence and patronage which accompany them. Their sessions are mainly occupied with the distribution of money over the roads, the building of culverts and bridges and the settlement of road accounts. This distribution, as a general thing, is made at the request of a community of favor-seeking electors, and not in accordance with the real requirements of the roads, as would be the case if reported upon by a responsible official.

The people, too, regard with some fear the removal of any expenditure on the roads from the township council to the county council, a body over which each locality and ratepayer exerts less influence. County councils, on the other hand, have now but a limited amount of work and would not object to an addition to their labors such as the control of a county system of roads would create.



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