

MUNICIPAL ENGINEERS, CONTRACTORS, AND MATERIALS.

the obstruction, and that the railway company were also liable over to the city corporation. The judgment of the court directs that the city corporation shall pay the costs of bringing in the railway company as defendants in the first action.

Wm. G. Whittier, Town Clerk of Trenton, Ont., is dead, aged 55 years.

A report prepared by the City Engineer of St. Thomas, Ont., shows that upwards of three miles of streets were permanently improved and five and four-fifths miles of sidewalks and crossings laid during the year 1892 by a frontage tax, at a total cost of \$32,028; that there are now altogether about thirty miles of travelled streets in the city, of which upwards of four miles are gravelled and 7,170 feet block paved, and that there were 40 miles of sidewalk and eight and a half miles of sewers.

A vegetable growth in the water mains at St. Paul, Minn., has been giving some trouble recently. The first case was discovered by Superintendent Overton in one of two service pipes in a single trench suppling a double house. A complaint was made of bad water, which flushing failed to improve. One of the pipes delivered pure water, and one supplied a muddy liquid that was of no use. This fact led to the conclusion that one of the services was foul, and the remedy applied on this supposition proved effective. The boiler of a portable engine was connected with the faucet of the kitchen sink from which the muddy water came, and a steam pressure of 70 pounds forced against the 35 pounds water pressure for 30 minutes, thereby driving the water out of the pipe. Since that time the pipe has always delivered clear water, and 12 similar cases have been successfully treated in the same manner. Great care has to be taken that there are no leaks in the service pipes or that none of the house fixtures are open during the steaming process.

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Municipalities issuing debentures, no matter for what purpose, will find a ready purchaser by applying to G. A. STIMSON, 9 Toronto Street, Toronto. N.B.—Money to loan at lowest rate, on first mortgage.

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Vitrified Clay Sewers - Dust Bins - Sewer Pipe
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THOROLD CEMENT

WELLAND CANAL ENLARGEMENT,
RESIDENT ENGINEER'S OFFICE,
WELLAND, April 17th, 1884.

JOHN BATTLE, Esq., Thorold

Dear Sir,—Yours of yesterday, relative to Thorold Hydraulic Cement, is received. In reply, I beg to say that my tests of the Thorold Hydraulic Cement have extended over a period of twenty-eight years, and have been on a large scale, as exemplified in the locks, bridges, culverts and other masonry on the Welland Canal and Welland Railway, and that the record, which has been invariably satisfactory, is to be found in examination of the structures. The necessary tearing down of masonry and concrete, during the Welland Canal Enlargement, has afforded abundant evidence of the reliability of the Thorold Hydraulic Cement, both in masonry and concrete, and above and under water. I desire no better cement for the class of work referred to

I am, dear sir, yours truly,

W. G. THOMPSON,
Resident Engineer.

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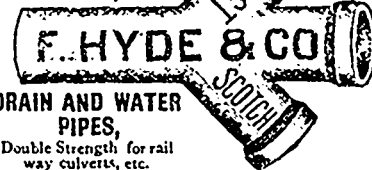
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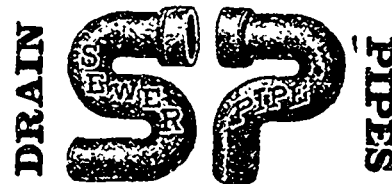


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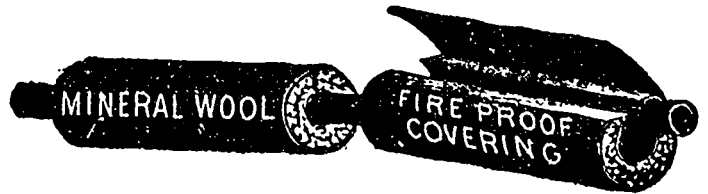
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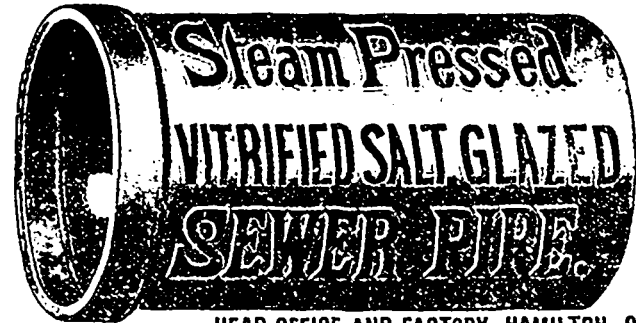
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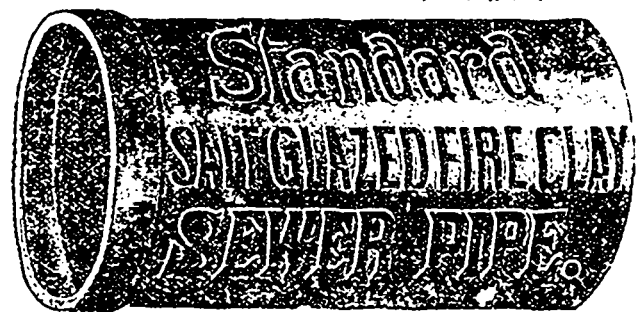
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