

MUNICIPAL DEPARTMENT

FINANCIAL AID FOR GOOD ROADS.

Hon. Mr. Latchford, Ontario Commissioner of Public Works, who has the administration of provincial highways under his control, made an interesting announcement at the recent good roads convention at Ottawa called by the County Council of Carleton. He said the Ontario Government proposed to grant one million dollars towards the construction of good roads as soon as the municipalities had decided whether the County Councils or Township Councils should expend the money. The assistance to be granted by the Government would be of no practical good until this point had been settled, and the municipalities had settled upon a policy as to how the money could be best expended. Whether the municipalities should contribute a considerable sum themselves, in addition to the amount to be granted by the Government, was a question for them to consider. Mr. Latchford concluded by saying: "I am in entire sympathy with the movement in favor of good roads, and as long as I am connected with the Public Works Department of the province every legitimate plan for the improvement of our roads will have my warm sympathy and every encouragement I can possibly give it."

THE DISPOSAL OF GARBAGE.

As considerable interest is at present manifest by municipalities requiring garbage consuming apparatus in the new system known as the "Decarie" incinerator, we publish a short description of the apparatus and the principle embodied in it, which appears to be an entirely new one and different from former methods for the disposal of refuse. The patentee believes that the only practical and surely sanitary method of disposing of dangerous vegetable and animal matter is to burn it, and his aim has been to construct a plant that will do this with greater economy both in labor and fuel than former methods have succeeded in doing.

The novel feature of the "Decarie" plant is the construction of V-shaped water grates above the fire grates into which the garbage is thrown. The fire below converts the water contained in these grates into steam, causing them to act as a drying rack upon the garbage above, and, as the garbage becomes dried by the contact with the pipes, it is attacked by the

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fire below and destroyed. The spaces between the vertical sections of the rack are wide enough to allow the garbage to fall, when in a dry condition, on the fire grates, and this process is kept up as long as any garbage is to be destroyed, so that after the fires are established, in the beginning practically no fuel except the garbage itself is used, producing great economy over the old methods. The destroying capacity of the machine may be increased by the use of a forced draft, and the power to supply this secured from the steam produced by the water grates. Considerable steam power is developed according to the size of the machine, and this power can be applied to any economic purpose.

The saving in fuel is said to be 75 per cent. and in labor 50 per cent. over any other cremating apparatus in use. After visiting Montreal, where they inspected the model plant in operation, City Commissioner Coatsworth and Street Commissioner Jones have recommended its adoption in Toronto. We learn from the Toronto Furnace and Crematory Company, who are the agents in Canada for the "Decarie" incinerator, that they may be constructed in portable form with a steam jacket entirely surrounding the cremating chamber, where a large amount of power is desired, or with a steel frame, fire-brick lined, where it is not especially desired to develop power; the steel frame being the cheaper style of the apparatus. Large plants are built in brick and the water grates inserted during construction.

The results from the incinerator plant just completed at Minneapolis, Wisconsin, which is a steam jacket plant erected upon this principle, from the plans of Mr. F. L. Decarie, will be watched with interest.

The disposal of slag is a problem which in countries besides England find difficult to solve. Many efforts are made from time to time, but they all seem to be unequal to the colossal task. An experiment is about to be tried in the United States, which is at least marked by novelty. The authorities of North Tonawanda, N.Y., have agreed to allow an iron and steel company to lay down rails along a road which is in a defective state, provided the whole surface, which is about 66 feet in width, receives a coating of slag. The material is to be conveyed in a molten state in iron waggons along the rails, and at fixed intervals is to be poured over the roadway. After a time it will become consolidated. Slag has been used in road making, but North Tonawanda will be the first town which can show a road that recalls the labor of the "spirits reprobate" when they "from the boiling cells, by strange conveyance, filled each hollow nook" in the Miltonic chaos.

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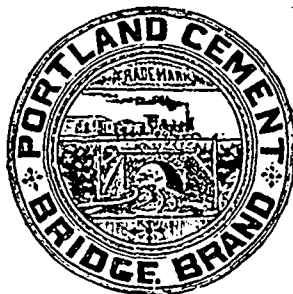
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