

MUNICIPAL DEPARTMENT

DISPUTED RIGHT OF WAY CASES.

One of the ever-present disputes as to right of way in constructing public works has been decided by Justice Hiscock, of the Supreme Court of New York State, on rather broader grounds than usual. In this particular case a contractor constructing a sewer in a business street used a derrick that blocked one of the two tracks of a street railroad parallel to which the sewer was being built, and the railroad company sought an injunction against the contractor, claiming that he could build the sewer without the derrick. Justice Hiscock held that while the contractor and railroad company each had a pecuniary interest in the matter requiring consideration, the interests of the public both in having the sewer built expeditiously and in having a good street-car service were of more importance. He accordingly refused to delay the construction of the sewer by compelling the contractor to abandon his derrick, but decided that the contractor must not obstruct more than 100 feet of track at one time, must finish his work in eight working days, and also bear one-half the expense of constructing such cross-overs as the street railway company found necessary to put down in order to maintain the efficiency of its system.

THE SUPERIORITY OF STONE PAVEMENTS.

The things that are common and the things that are cheap are seldom accounted worthy of much consideration. Perhaps that is the reason so little consideration has been given here to the merits of basalt block as paving material. Basalt in Spokane is as common as sand at the seashore. It is so plentiful that the raw material has no value. Tons of it may be had for the taking.

Yet in the great cities of Europe where paving has become a science, where they have experience ranging over long periods and covering various materials, stone blocks hold their own against all other paving materials, and cities send hundreds of miles to obtain their supply. Stone remains in favor there because the European mind has been trained to appreciate the value of permanency. In some of the boom cities of the United States, hundreds of miles of cheap wood pavements have been laid. Rival additions wanted to advertise that their streets were paved, and since wooden pavements present an attractive appearance when new, and lots thus improved would sell as if they had been improved with expensive, durable pavement, a craze was developed for the cheap pavement. Now the streets thus paved have fallen into decay and a great clamor arises for something, besides

wood. At St. Paul, the Pioneer Press reports that one street has become so obstructive to traffic from decay of the wooden blocks that the property owners, unable now to bear the expense of new pavement, are urging that the old blocks be torn up and the street reconverted into an earth roadway.

But in Europe the axiom is taught that "economical maintenance and not first cost is the essential factor to be considered in determining the value of a pavement." They go in there for durability and cheapness of maintenance. Since no other pavement equals stone in this respect, the streets of European cities are largely paved with that material. The United States Consul General at Brussels reports that the streets and highways there are almost entirely paved with stone. The Consul General at Paris says the streets there are paved with stone, wood, asphalt and gravel. Nearly all the streets of Saxony are paved with stone. Birmingham has 24 miles of stone pavement. In London many kinds of pavement have been tried, but the conclusion of the engineers is that granite blocks, asphalt or treated wooden blocks are the only pavements that will endure the wearing traffic of a great city. The wooden blocks of London and Paris, however, are a different pavement from the wooden blocks laid in this country. They are chemically treated and are laid at great expense. They are the most costly pavement, as thus laid, in Europe, the expense running from \$4 to \$6 per square yard. In this country, where labor is higher, such pavements would cost \$6 to \$8 per square yard, and the people would not pay it.

In Europe, stone blocks undoubtedly take rank as paving material of the first class, and the judgment of European engineers and officials, based as it is upon long experience, should not be lightly disregarded. For the north and south streets of this city, where the grades are too severe for asphalt, it is doubtful whether a better or more satisfactory material could be found than that which nature has spread here in such abundance.—Spokane Review.

Mr. Michael Flanagan, of Kingston, probably the oldest municipal clerk in Ontario, died last week, at the age of 74 years. He was born in Elphin, Roscommon, Ireland, in 1823, and came to Canada in 1841. He was for 55 years clerk of the city of Kingston.

MACADAMIZED AND TELFORD ROADS.

It was the custom of Macadam, after the engineering work was completed and the sub-grade established, to spread on a layer of stone to a depth of ten inches, and to roll this surface with a heavy roller drawn by horses. These stones were broken by hand with small hammers, frequently a whole family working together, and were broken small enough to pass through a three-inch ring, or were not to have a maximum weight of over six ounces. A family of five people could break several tons per day. Side ditches were excavated where necessary, so that at no season of the year could water penetrate to the substructure of the road.

In 1896 Macadam began the construction and maintenance of 180 miles of turnpike in Bristol district, England. A modification of this system was adopted by Thomas Telford about this time, which substituted a layer, or foundation, of irregular broken stone, set up on edge on the sub-grade. Nine inches was the maximum dimension of these fragments. The rough surface thus made was smoothed down by going over it and breaking off the tops of the blocks with small hammers, and packing the pieces thus obtained between the large blocks. This surface was then rolled as before. Telford built the celebrated Holyhead road, extending from Holyhead through North Wales to Shrewsbury—a road that served as a model at the board of inquiry adopted by Parliament in 1823. Each system had its partisans, and to-day the best features of both methods have been adopted under different conditions, dependent upon the character of the ground over which the road passes.—Charles L. Whittle, in Appletons' Popular Science Monthly.

DEATH OF MR. GEORGE EAKIN.

The death of Mr. George Eakin, who for the last twenty-four years has occupied the position of clerk of the county of York, took place on June 29th, at his residence in Parkdale. The deceased was born in the township of Markham, and resided at Unionville for many years, where, before being appointed clerk, he was the postmaster and storekeeper. In 1860 he was appointed clerk and treasurer of the township, and held office until June, 1873, when he was appointed clerk of the county, which office he filled with ability and general acceptance. Mr. Eakin was one of the best known men in the county. The County Council will to-day attend the funeral in a body.

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