

MUNICIPAL DEPARTMENT

DISPOSAL OF REFUSE.

The Municipal Journal and Engineer tells of a combined refuse destructor and electric generator works in use in London which not only gets rid of the city refuse but turns it to economic account. In the electric station are two steam sets of 100 kilowatts at about 500 volts, a booster, and a storage battery. After the gases produced by the refuse leave the furnaces, they pass through a combustion chamber in which most of the dust settles and then through the boiler flues and regenerator into the chimney. The normal capacity of each furnace is one ton per hour, but this can be doubled if necessary. The maximum load on the station is eighty kilowatts, which can be easily maintained by the consumption of two tons of refuse per hour. Only two stokers and a trimmer are required, and a ton per hour for each stoker is easy firing. The maximum output in kilowatt hours per ton averages 35. The plant is only kept in operation six or seven hours per day, so that the best results are not obtained. In the boiler-room are two 30-foot Lancashire boilers, adapted for coal firing, which are only used when there is an insufficient supply of refuse. There is no smoke or dust from the chimney nor any odor in the vicinity. What a waste of fuel is going on in the refuse burners of our cities. Large institutions, instead of burning up hundreds of tons of coal, might be heated and supplied with power from the refuse which they now find it hard to get rid of.

WESTERN ONTARIO GOOD ROADS ASSOCIATION.

At the recent Toronto Industrial Exhibition, the Western Ontario Good Roads Association was formed. The constitution and by-laws are as follows:

1. "This Association shall be called the Western Ontario Good Roads Association.
2. The objects of the Association are as follows:

(a) To bring the question of good roads up for discussion in every way possible throughout the various municipalities of Western Ontario.

(b) To organize and hold meetings at central points in the counties of Ontario west of Kingston, at which the various county and municipal representatives will be able to meet, discuss and form intelligent decisions on questions pertaining to the improved construction and management of roads.

(c) To assist in every way possible in having the Statute Labor question discussed and considered before the rate-payers, with the object of having it finally commuted or abolished and a more systematic and permanent system of road management adopted.

(d) To hold an annual large central convention at some point in Western Ontario.

(e) To assist in securing and disseminating information pertaining to the construction of permanent roads.

Officers were elected as follows: President, George Gero, warden of the county of Ontario; vice-presidents, the wardens of all the counties in the territory of the Association; secretary-treasurer, J. E. Farwell, Whitby, clerk of the county of Ontario; executive committee, the officers and the chairman of the roads and bridges committees of all county councils. The membership is to consist of the president, ex-presidents, executive officers, members of municipal councils, persons appointed by municipal councils, and such others as may be elected members and subscribe to the constitution, provided that no county shall have more delegates than two for each township.

It having been pointed out by some of those present that the act was in some respects unsatisfactory, a committee was appointed to report to the executive committee such changes in legislation as seem necessary in order that advantages may be taken by the province of the Legislative grant for good roads, the executive committee to take such action as they deem best.

The annual meeting of the Association was fixed for the second Tuesday of the Toronto Industrial Exhibition.

The city council of Houston, Texas, having read of the experiments being made in Paris, France, with glass as a paving material, has decided to give it a trial, provided it proves equal to the claims advanced in its behalf. The French inventor has a method of toughening the glass so that it is not easily broken and the pavement is described as smooth, clean, non-slippery and impervious to water. Houston being conveniently located to large beds of fine glass sand, at the mouth of San Jacinto river, can obtain the requisite materials for a superior article of glass at minimum expense and is anxious to make the experiment. Results will be watched with interest. It should make a durable pavement, with little expense for repairs.

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