

## MUNICIPAL DEPARTMENT

### PAVEMENT WORK IN TORONTO.

Mr. C. H. Rust, City Engineer of Toronto, in his report for 1902, thus refers to the various classes of pavement constructed during the year:

**ASPHALT PAVEMENTS.**—At the commencement of the year only two companies were tendering for the construction of asphalt pavements, both using Trinidad Pitch Lake asphalt. In June last a new firm of contractors entered the field, whose tenders were for the use of Acme California asphalt in the construction of pavements. The advent of the new company resulted in a very large decrease in the cost of constructing asphalt pavements.

**CEDAR BLOCK PAVEMENTS.**—An appreciable decrease has taken place in the mileage of cedar block pavements, both in the construction of new pavements and the renewal of old and worn-out ones, which may be taken as an evidence of the desire of property owners to have permanent pavements constructed opposite their property.

**TAR MACADAM ROADWAYS.**—This class of roadway has come rapidly into favor and is of a better class than the ordinary macadam roads. It is so far only in the experimental stage and therefore we are not in a position to speak definitely as to its wearing qualities. It will probably prove a satisfactory roadway on residential streets over which there is light traffic, and its wearing qualities will be governed by the life-time of the tar and pitch forming the bond. In the construction of these roadways, and some of the ordinary macadam roadways, we have used brick gutters, which are a decided improvement over the old method.

**MACADAM ROADWAYS.**—The mileage of macadam roadways is increasing year by year, but I do not favor their construction, as it is very difficult to obtain suitable stone, and it necessarily takes a long time to construct a macadam roadway, which causes considerable annoyance to the people living on the streets where the roadways are being constructed. This class of roadway is dusty and dry, and very dirty in wet weather.

### TAR MACADAM ROADWAYS.

This class of roadways, says the City Engineer of Toronto, is growing in popular favor to such an extent that I have decided to give it special notice. While in Toronto we are really yet in the experimental stage, so far as the actual permanent qualities of this pavement are concerned, still the results obtained in other cities and the care used in constructing our own streets make us confident that it is a good class of pavement for residential streets with light traffic. It has shown itself to be much less dusty than ordinary macadam and drains much more readily after a rain storm, owing to the smooth water-tight surface, and for that reason is a good

pavement from a sanitary point of view. Time only will show its actual wearing qualities, which are governed entirely by the "life" of the tar and paving pitch forming the elastic bond of the crushed stone wearing surface.

The collapse of a pipe sewer which occurred not long ago in a suburb of London is of interest. A length of 7,360 feet of 21 and 18-inch vitrified bell and spigot pipe was constructed about twelve years ago largely in a tunnel 2 feet 9 inches wide by 4 feet high through clay. The sewer was surrounded by a concrete of one part Portland cement and five parts burnt clay

ballast filling the excavation to a height of 6 inches above the pipe. The space above the concrete was refilled with earth. The depth from the ground surface to the pipe varied from 5 to 119 feet. Breakage was so extensive that the whole stretch is to be replaced by a larger sewer, also in tunnel, the spaces outside which are to be completely filled with gravel concrete.

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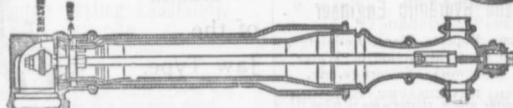
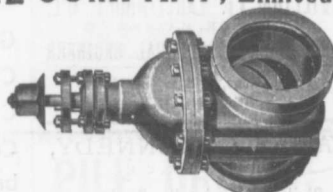
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