

MUNICIPAL ENGINEERS, CONTRACTORS, AND MATERIALS.

el beds at Hampton. Or, a shallow well may be sunk in the gravel on the bank of the river, as in the case of Lyons, which has a well sunk near to the right bank of the Rhone at St. Clair, into which the river water filters.

If the water is pumped directly through the main to the town through a stand-pipe, considerable care has to be taken with the management of the engine, and it is necessary to have pumps that work regularly in order to avoid shocks on the main. Or a small service reservoir may be constructed into which water is pumped at the same time as into the main, which equalizes the supply and allows for an extra supply in case of fire.

This method of supplying water is in general by far the cheapest if any large quantity is required, unless the stream be considerably below the level of the town to be supplied. If the driest-weather flow is so small as to approach in quantity the supply required, it then becomes impossible to take the supply directly from the source, and to make such a stream available it would be necessary to form a reservoir to accumulate the water in order that the increased flow in wet weather might make up for the deficiency in times of drought. The quantity of water it would be necessary to store under these circumstances would depend upon the ratio of the supply required, including the minimum amount necessary to send down the stream, to the driest-weather flow. If the two are equal the quantity of water it would be necessary to store would be nil, and it would be greater in proportion to the deficiency of the dry-weather flow to the supply required.

(To be Continued.)

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MUNICIPAL OFFICIALS

should see to it that in the erection of town and city

PUBLIC

BUILDINGS

the installation of water works plant, etc.,
the advantages of

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are made use of for deadening sound in floors and partitions, insulation of heat and cold, fireproofing, etc., also SECTIONAL MINERAL WOOL COVERING for steam pipes, boilers, exposed water pipes, etc.

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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.

ISAAC USHER & SON, THOROLD, ONT.

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Proved by Government tests to be the best Canadian natural cement. Write for prices, &c.

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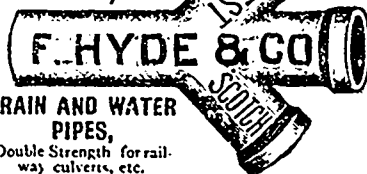
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