

MUNICIPAL DEPARTMENT

AN ASPHALT ANTHEM.

They took a little gravel,
And they took a little tar,
With various ingredients
Imported from afar.

They hammered it and rolled it
And when they went away
They said they had a pavement
That would last for many a day.

But they came with picks and
smote it

To lay a water main ;
And then they called the workmen
To put it back again.

To run a railway cable
They took it up some more ;
And then they put it back again,
Just where it was before.

They took it up for conduits
To run the telephone,
And then they put it back again
As hard as any stone.
They took it up for wires
To feed the lectric light,
And then they put it back again,
Which was no more than right.

Oh, the pavement's full of furrows ;
There are patches everywhere ;
You'd like to ride upon it,
But it's seldom that you dare.
It's a very handsome pavement,
A credit to the town ;
They're always digging of it up
Or puttin' of it down.

—Cement and Engineering News.

The Counties of Simcoe and Ontario have just concluded an interesting experiment on the cost of day labor as against contract work. The counties had to build approaches to three bridges over the Severn river on the county line, and upon asking tenders for the work the lowest offer received was \$3,000. The counties undertook the work themselves by day labor and have just finished the whole work at \$1,422. The saving to the counties by doing the work by day labor was over \$1,500, the whole cost being \$78 less than half of what it would have been under the figures of the lowest tender.

Guaranty periods for asphalt pavements have been the source of considerable discussion for a number of years, most of the arguments being in favor of a five-year period. Mr. Ernest Adams, city engineer of Newark, favors a longer time, as the result of his experience in that city, where there are now over a million yards of asphalt in use. In New York, where the asphalt mixtures are under the control of a competent chemist and force of inspectors, five years may be an ample period to determine the character of the work. Other cities, where such expert control is not exercised, will find it profitable to require a longer guaranty, in his opinion. This is

his view in regard to other pavements as well.

In the sewage disposal works at Ealing, England, the sewage enters through a square conduit and on the way to the precipitating tanks is mixed with chalk and clay. The sludge from these tanks is pressed and then burned in a destructor with the other town refuse, the hard clinkers being crushed and mixed 3:1 with Portland cement to form a concrete, which is forced into moulds under a pressure of about 2,500 pounds per square inch to

make paving slabs. According to "Engineering" these slabs can be used at the reasonable price of about three shillings per square yard. Smoke nuisance is prevented by the use of a muffle furnace, in connection with the destructor, in which a temperature of 1,200 degrees Fahr. is maintained.

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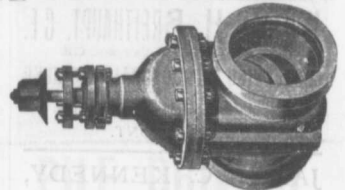
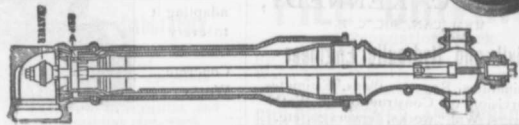
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