

between Clarence and Murray Streets, some experiments were made to finish the roadway surface with "star macadam," but the extra expense required, purely for binding the surface stone with tar, instead of sand and syenite screenings, was not justified, because syenite stone is a better wearing material than tar, and the stone required for tar macadam must be of a more porous and softer nature than syenite. The actual cost of this roadway complete was \$1.82 per superficial yard including crossings, curbing, &c., but exclusive of street intersections and Minto Bridge approaches, which cost about \$12,000.00.

MINTO BRIDGE OVER THE RIVER RIDEAU.

The amount authorized to be expended on this work was \$39,900.00. The work required for the construction of this Bridge consisted of one clear span of 168 lin. ft., two clear spans of 112 feet each, and one clear span of 125 feet, with six first-class ashlar masonry abutments, and one pier with cut stone ice breaker; the iron and steel superstructure was erected by the Dominion Bridge Co., limited, of Montreal, and is of ornamental and substantial design, the clear width of roadway being 20 feet, with corbelled sidewalk on upstream side of 6 feet in width.

The contract price for superstructure was - \$23,880.00
 Arthur Beg contract for masonry without approaches - 14,473.53
 The roadway will have a total cost of \$38,353.53
 Expenditure to June 30th, 1901 - \$31,313.66