

area (4,478 acres), London is a city of wide frontages, and the population has not reached that stage which requires the utilization of all the frontage with revenue-producing buildings; more especially is this the case where the great majority of the mechanics and wage earners own their own homes, and where we have a large amount of available land not yet built on, although each day this is being quickly taken up and the city rapidly increasing in all directions. I desire here to say that I consider that much harm is done and the construction of many pavements defeated by too much zeal on the part of agents representing different classes of pavements and the property owners greatly confused and annoyed by the representation and requests made to them to sign petitions and contra petitions. I might instance that we have had in this city within the past two years at least three streets unpaved which without the action of such agents would now be paved, and to avoid and do away with this detriment to paving I think that the city council by a two-thirds vote should have the right to lay any class of pavement on any street on the recommendation of the City Engineer, and from this decision from the city council the property owners should have no appeal. I would urgently suggest that your association take steps to have an act passed in the Local Legislature to that effect, and I would also suggest that you use your influence to have an act passed in all the Provincial Legislatures compelling the use of wide tires.

I think you might discuss the question whether all horses and vehicle owners be charged a yearly license by which a fund could be created for the purpose of supplementing the yearly appropriation made to No. 2 Committee for street repairs. The appropriation for 1904 for grading, graveling and repairing 133 miles of streets in this city, besides laying crossings and repairing plank sidewalks, is \$16,500, a sum quite insufficient for the work to be done.

We have a peculiar case on Dundas street between Wellington and Waterloo streets which, as stated, was paved with cedar blocks long since worn out. This street has shops on the north side and the sidewalk is laid directly along the street line; on the south side is a factory, and the rest of the buildings are private dwellings and the sidewalk is put out 33 ft. from the property having a boulevard. The property owners on the north side want the pavement extended to the sidewalk, and they want the owners on the south side to pay one-half of this extra width of pavement on the north side, which they refuse to do, and the result is a deadlock and a disgraceful pavement in nearly the heart of the city. The owners on the south side petitioned for a pavement on their side, but the City Solicitor said it could not be constructed, and the City Council is helpless to act and their attempts at mediation have thus far failed. Under these circumstances, what would you suggest?

CEMENT WALKS.—The city has about 100 miles of these walks already laid. They are constructed with 7 inches of coarse gravel well rammed for a founda-

tion, then 5 inches of base concrete made 7 to 1 and 1-inch surface $\frac{1}{2}$ to 1. The cost this year is nine cents per square foot. They are paid for by debenture, one-half the cost of the property frontage is paid by the owners and the other half and the street intersections paid by the city, where there is a corner lot and a sidewalk on both sides the city pays one-third of the depth of the lot. Cement curbs and combined cement curbs and gutters are paid for in exactly the same manner as the sidewalks. The contract prices for 1904 are as follows:

| | Per Lineal Foot. |
|------------------------------|---------------------|
| 6-in. cement curb..... | 24 $\frac{1}{2}$ c. |
| 6-in. curb, 15-in. gutter... | 47 $\frac{1}{2}$ c. |
| 6-in. curb, 18-in. gutter... | 29 $\frac{1}{2}$ c. |
| 6-in. curb, 24-in. gutter... | 53 $\frac{1}{2}$ c. |

The city pay the street intersections only, except where a corner lot has a pavement laid on both streets and in such case the city pay one-third of the depth of the lot. Owing to the great width of most of our streets (132 ft.) the cost to the city is about one-third the total cost.

C. E. Brodeur, plumber and tinsmith, St. Hyacinthe, Que., is announced to have assigned.

JOHN GALT, C.E. & M.E.

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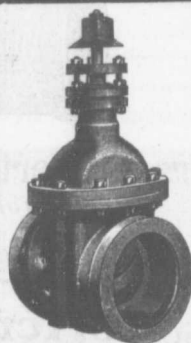
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