

MUNICIPAL DEPARTMENT

SERVICE PIPES.

It is an open question in many cities and towns, says Fire and Water, as to the method of procedure of introducing service pipes leading from water mains to the inside of buildings to be furnished with water. It is customary for water departments, private and municipal, to insert the required sized tap in the water main. This is the general rule. As to connecting and introducing the service pipe, it is done in many cases by the water department either laying the service pipe to the curb line of the street, and continuing it to the inside of the building, or permitting a plumber or licensed party to perform the work under the rules and regulations of the water department. In the one case, the service pipe becomes the property of the water taker, who is obliged to keep the service pipe in repair. In the other case, the service pipe is the property of the corporation, and the question of repairs is the obligation of the owner, under these two conditions of administration of service. When properly administered little trouble is experienced; in fact, if trouble occurs by reason of the use of poor fixtures, which is frequently the case, it at once becomes more than local; good street paving of every description is torn up; streets are blocked; and travel is inconvenienced. The result is that the original surface condition of a street thus torn up can rarely be restored to its former excellence. Nearly all this can be avoided, if proper rules and regulations are established and enforced. None but material of the most permanent character should be permitted to be used under the streets. If this step is taken, the serious and important item of street

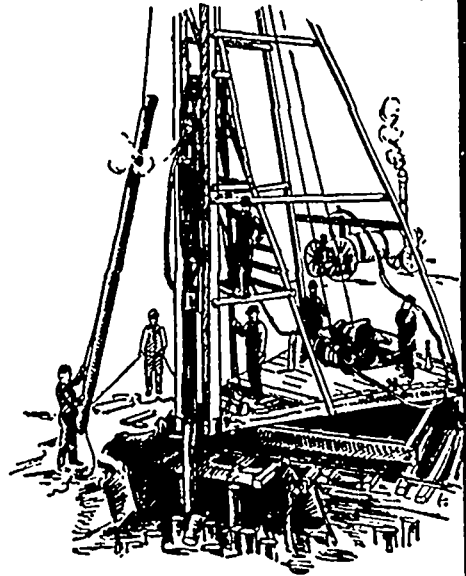
repairs would be reduced to a minimum. The question of allowing licensed parties to use the streets in the manner they do (even under inspection), to repair service pipes or place them, is capable of vast improvement. It is time a substantial reform is inaugurated in this branch of the public service. It would seem reasonable and proper that the departments controlling sewer and water services should perform this work, even if it only extended to the curb line. In fact, they control the streets by law, and issue permits under rules—conferring the authority upon licensed persons. In this way, the responsibility is not so direct, and the work is not satisfactory, as it would be under the direction of the city authorities. There would be no need of fear on the score of negligent inspection, and the administration would undoubtedly be able to render efficient service in preserving the surface conditions of streets, which are in good order, and at the same time would use only the best materials for construction of underground work. In many cities and towns licensed plumbers are permitted to use any kind of cheap material for service pipes and curb-cocks. It is time this practise should be abandoned, and the work performed by the city authorities or the water department. It would save expense to property-owners, as the city can afford to do the work at cost, and it would be controlled by those in whose hands the authority properly lies.

GLASS PAVEMENTS.

It is within the range of possibilities that glass will largely supplant stone and asphalt for pavements in the near future. The advantages claimed for this kind of pavement are that it offers greater resistance than stone, that ice does not readily form upon it, that dirt and filth will not accumulate upon it as easily as upon stone, that it will not retain microbes, that it is more durable than stone, and just as cheap, and no more slippery than asphalt.

This new product, which is obtained from broken glass molten and compressed

by hydraulic force into blocks, has been tested in Lyons, France, and has stood hard usage as well as any pavement could. Its success there may revolutionize paving in other cities.



PILE DRIVING

on land or water by Steam Pile Drivers or Drop Hammers.

Portable Boilers Hoisting Engines Pumping Machinery TO LET

Bridge Building, Trestle Work, Wharves, Dams, Diving Submarine Work and General Contracting.

WM. HOOD & SON
10 Richmond Sq. - MONTREAL

ARTIFICIAL STONE PAVEMENTS

SIDEWALKS A SPECIALTY

CORPORATIONS Will do well to consider our work and prices before letting contracts

The Silica Baritic Stone Company of Ontario, Limited.

WALTER MILLS, General Manager. Head office: INGERSOLL, ONT.

Flush Your Sewers with

THE MILLER AUTOMATIC SYPHON

Received HIGHEST AWARD at the World's Columbian Exposition for

- (1) SIMPLICITY OF CONSTRUCTION.
- (2) EFFECTIVENESS. (3) RELIABILITY.

Write for Prices and Particulars.

VICTOR HILL, General Agent,
Hewson Bldg. Box 245. NIAGARA FALLS, ONT.

ORE AND STONE
CRUSHERS
HOISTING MACHINERY
RAILWAY SUPPLIES
BOILERS AND ENGINES
Prices furnished on application

MARSH & HENTHORN,
BELLEVILLE, ONT.

BELLHOUSE, DILLON & CO., 30 St. Francois Xavier St., Montreal

Sole Agents for the Compagnie Generale des Asphaltes de Franco (Rock Asphalt).

PORTLAND CEMENT NORTH'S CONDOR

Paving and Fire Brick a Specialty

"DYCKERHOFF" and "WHITE CROSS" Brand

NORTH'S "CONDOR" BRAND AWARDED FIRST PRIZE AND GOLD MEDAL AT THE ANTWERP EXHIBITION

Portland Cements...

HIGH GRADE GERMAN BRANDS FOR GRANOLITHIC AND ARTIFICIAL STONE SIDEWALKS.

Sewer Pipes, Best English Cements. Best Belgian Cements.
Culvert Pipes, &c. W. McNALLY & CO., Montreal.



"GERMANIA" BRAND

HIGHEST CLASS PORTLAND CEMENT

McGILL UNIVERSITY TESTS, 1898:

Fineness:—residue on 100 sieve, 4.45%.
Tensile strength: neat: 7 days, 629 lb.
" " " 28 " 773 lb.

—OF ALL FIRST CLASS DEALERS.—



"BURHAM" BRAND

THE BEST LONDON PORTLAND CEMENT

As used for the following work: Keewatin Power Co.'s dam at Lake of the Woods; Canada Paper Co.'s dam at Windsor Mills; Government Breakwater, Buffalo; Dry Docks, Brooklyn and League Island; Hudson River Tunnel; and a vast amount of railway work, and mileage of Street Paving throughout Canada and the States.

OF ALL FIRST CLASS DEALERS