

MUNICIPAL DEPARTMENT

THE PAVEMENTS OF TORONTO.

The last report of the City Engineer gives some interesting information regarding the classes and cost of pavements constructed in the city of Toronto. The percentage of the different classes is given as follows. Cedar block, 36.80 per cent.; stone and scoria, .25 per cent.; asphalt, 7.10 per cent.; brick, 2.30 per cent.; wood on concrete, .23 per cent.; macadam, 16.25 per cent.; gravel, 1.76 per cent.; cedar block with asphalt between tracks, 1.45 per cent.; cedar block with brick between tracks, 2.88 per cent.; macadam with stone setts between tracks, .48 per cent.; unpaved, 30.50 per cent.

The approximate cost of each class of pavement is given as below:

Heavy asphalt (6 in. concrete, 2½ in. asphalt).	\$2 70
Light asphalt (4 in. concrete, 2 in. asphalt).	2 15
Paving brick, on 4 inches concrete	1 60
" " on broken stone	1 45
" " on gravel	1 30
Cedar block, on 6 inches concrete (stone curb)	1 40
" " on 6 inches gravel (wooden curb)	70
" " relaid (wooden curb)	50
Macadam (stone curb) 1st class	1 20
" (wooden curb) and class	1 00
" " 3rd class	75
Gravel " " "	60

The asphalt pavements are guaranteed by the contractors for ten years and the brick for five years, and all other classes of pavement for one year.

Concerning the Local Improvement Act the City Engineer says:

There is another important matter which should be carefully considered by your council, viz., the amendment of the Local Improvement Act, so that where a sidewalk is so worn out as to be dangerous to public traffic, the City Engineer will be empowered to construct a new pavement, providing that his recommendation therefor is confirmed by a vote of two-thirds of the members of the council, notwithstanding the reception of a fully signed petition from the property owners concerned against the work. Legislation should also be obtained to enable the city to provide for the maintenance of cedar pavements and macadam and gravel roadways (which are only guaranteed by the contractor for one year) in the by-law covering the final cost of the work. The contractors have to maintain brick and asphalt pavements for five and ten years respectively. Under the existing Local Improvement Act, the city cannot include in the by-law covering the total cost of the work a sufficient sum of money to maintain pavements in proper repair after their completion, and I therefore suggest the advisability of obtaining necessary legislation to provide for the maintenance of pavements in the final costs of the various works. It would also be advisable, especially where a pavement is laid on a concrete foundation, that the city be empowered to construct sewer and water connections; and arrangements could also be made with the gas and electric companies whereby their connections could be made

and the cost charged against the property benefited.

LEGAL DECISIONS AFFECTING MUNICIPALITIES.

MCQUILLAN V. TOWN OF ST. MARY'S.
—Judgment in action tried at Stratford without a jury, brought to recover damages for injuries sustained by plaintiff, who, while walking in November, 1898, on the asphalt pavement on the south side of Queen street in the Town of St. Mary's, slipped on the ice and snow accumulated and fell, sustaining the injury complained of. Held, that the notice given in the action was valid. Held, also, that the defendants had been guilty of negligence in allowing a large body of snow and ice to accumulate and remain for a considerable time on so important a thoroughfare. Judgment for plaintiff for \$300 and costs of action.

NEW GERMAN PAVER.

A new artificial stone especially useful for paving has been invented in Germany. The method of manufacture is described as follows: A mixture of pit coal and brimstone is heated, and to the half liquid mass chloride of lime is added. This is allowed to cool, when it is broken up into small pieces and to this is added finely broken slag. The mixture is pressed into briquettes at a pressure of 200 atmospheres.

As a paving it is noiseless, and has stood most successfully trials in places where the traffic was heavy and constant.

The death is announced of Mr. Thos. Matchett, clerk and treasurer of Victoria county, and a resident of Lindsay.

Mr. W. C. Moscrip, clerk of the county of Perth, Ont., was recently presented with a marble clock by the citizens of St. Marys, where he formerly resided.

Mr. W. A. Campbell, of Chatham, clerk of the county of Kent, was killed on January 9th by falling off a C.P.R. train at Milton. He was on his way to Toronto to bid farewell to his son, Sergeant W. A. Campbell, who was about to leave for South Africa with the Canadian Mounted Rifles.

The waterworks system for the town of St. Marys, Ont., is nearing completion, under the supervision of Mr. Willis Chipman, C.E., of Toronto. The pipes and specials for this system were supplied by the Gartshore-Thompson Pipe & Foundry Company, of Hamilton; the fire hydrants and valves by the Kerr Engine Company, of Walkerville; the valve boxes by the St. Lawrence Foundry Company, Toronto; the steel work for the water tower by John Inglis & Sons, of Toronto; while the contractor for the pumping station was Mr. Robert Clyde.



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