

ST. CATHERINE STREET—A comfortable, well-built stone front cottage, with extension kitchen, Daisy furnace, and all improvements; five rooms on ground floor. Would exchange for a smaller house. Price only \$8,000. (833-3.)

ST. CATHERINE STREET—A lot of land just west of Metcalfe Avenue, with a frontage of 88 feet 10 inches first-class locality for building. Price only 75 cents per foot. (85-B).

ST. CATHERINE STREET—Seven building lots each 27 feet by 100 feet, one of them forming the corner of Belmont Avenue. (62-B).

ST. CATHERINE STREET—Two building lots, near Metcalfe Avenue, about 44 feet 5 inches front by a depth of 170 feet to 174 feet each. (382 & 386-2).

UPPER LANSLOWNE AVENUE—We call special attention to the fine blocks of lots laid out on the St. Germain property. They are laid out in frontages of 50 feet with a depth of 110 to 115 feet. The situation is the most accessible of all the hillside property and commands a magnificent view. Price from 12½ cents upwards. (289-A).

VICTORIA AVENUE—A good lot on the best part of the avenue, just above Sherbrooke street, facing Chesterfield avenue. Owner having left the city, would sell at a low figure. (43-B).

WESTERN AVENUE—About 60 yards west of Metcalfe avenue, a very desirable piece of land 48 feet front by 100 feet deep, to a 20-foot lane in rear. (132-B).

WESTERN AVENUE—Two fine building lots, corner of Elm Avenue, 27 ft. front x about 93 ft. deep, good lane in rear. These lots are exceptionally well situated, good view of the mountain, adjacent houses are all handsome, well built and occupied by owners. (176-B).

WESTMOUNT—A magnificent corner property on the uplands, with grounds containing over 100,000 feet, with a substantial three-story solid brick house, heated throughout by hot water furnace, and contains seven bed-rooms, besides other ample accommodations. This is a good opportunity to combine the purchase of a home with a speculation, as the price is about the value of the land. Would be sold in lots if required.

WOOD AVENUE—A handsome new stone front house, conveniently laid out, in perfect order. All up-to-date improvements. Particulars at office (110-B).

street-cleaning causes great expense to the private and public purse. Thirty per cent. of the cost of proper repair to pavements on streets having centre-bearing, side-bearing, or other poor rails, is caused by the presence of these rails. Traffic seeks, or is compelled to follow the rails. Ruts form, and irregular wear is unavoidable. Thirty per cent. of the cost of sweeping (not removal or disposal) of the dirt from the streets of New York in 1896 was due to the poor forms of rails and the ruts they caused.

The form of steel rail which is most efficient and economical for all concerned is a firmly-set grinder-rail with a flat upper surface containing a groove. The slight cost of the street-car companies of cleaning the groove at intervals is less than the cost arising from the delays due to vehicles obstructing the rapid passage of their cars. Grooved rails save the companies the large expense (which they should justly pay) of repairing the injury to pavements traceable directly to the presence of rails of projecting forms.

No private or other enterprise upon city streets is warranted in imposing avoidable expense upon the public, or, where pavements are laid under guarantee or maintenance contracts, in imposing upon contractors the cost of excessive repairs to pavements. In equality, as well as to provide even street surfaces, city after city is following the example lately set in New York, long since established in Washington, and for many years in vogue in Europe, of permitting only flat-surfaced and grooved rails to be used on the streets.

The construction of pavements and roads requires as close observation, study, and supervision as other technical work. France set the example in this connection, when it established during the last century its engineering school of bridges and roads. Men were trained, scientific methods were employed, and experience was recorded for the benefit of the existing and each succeeding generation. Other nations in their engineering schools have long been doing the same.

Almost every one can think of a city, or part of a city, with disagreeable streets, either without pavements or surfaced with poor pavements which absorb, breed, and disseminate germs of disease; pavements which cannot be thoroughly cleaned, obstruct traffic, cause useless noise, and are an injury to the health, comfort, and wealth of the community. Such pavements drive away successful men, and prevent new and energetic men from coming to the city and giving it the benefit of their capital and energy. A city to succeed, most properly pave its streets, keep them in repair, and clean them.

The utility, economy, and beauty of a pavement, fortunately, go hand in hand. The best pavements are those which are laid on solid foundations and have smooth or even surfaces. They either have no joints, or the joints are made impermeable to moisture. Such pavements are the best for wheel and foot traffic. They are the easiest to keep clean and in repair.

Suburban Properties

FOR SALE BY

J. CRADOCK SIMPSON & CO'Y.

CHAMBLY BASIN—A fine residence property, containing 23 arpents, of which five arpents is beautifully wooded. River frontage on two sides; about one mile from Richelieu station, (C. V. R.) Solid stone three story house, fifty feet square; hot water furnace; large stable and coach house and other out-buildings; good boating and fishing; telephone in house; only 1½ hours drive from Longueuil. Moderate price. (119-B)

COTE DES NEIGES.—That beautifully situated property known as "Ferngrove," bounded by Cedar, Crescent and Lakeview Ave., between Cote St. Luc Road and Westmount. Particulars at office. (168-B.)

DIXIE.—Several choice lots at this popular summer resort. Easy terms to suit purchasers. (158-B.)

DIXIE, now called **SUMMERLEA**—We have some choice villa lots within three minutes walk of the railway station, and within two minutes walk of the River St. Lawrence with boating privileges, varying in price from 5 cts a foot up. And there are also a few choice lots on the river front for sale at 25 cents a foot. A few pretty cottages, substantially built with stone foundations and extension kitchen with cellar, for \$2,500, including 7500 feet of land on the principal avenue. Terms easy. (64-B).

GEORGEVILLE, P. Q.—One of the finest farms in the townships, containing 387 acres, with a frontage of 1¼ miles on Lake Memphremagog, and only a short distance from the Owl's Head Hotel. First-class House and suitable out buildings. A charming situation for summer residences. (206-C.)

LOWER LACHINE ROAD—A choice piece of suburban property adjoining that of the late Mr. Sippell; one of the most desirable frontages on the river. Very easy terms. (119-2)

MONTREAL JUNCTION—18 choice lots situated near the station, would be sold en bloc or separately. (183-a).

NORWOOD—A charming frame cottage, situated in one of the most commanding sites on the bank of the Back River, convenient to both C.P.R. Station and electric road. Cottage contains nine rooms and summer kitchen, good stable and coach house. Area of grounds about 60,000 feet. Photo and particulars at office. (423-a).

NOTRE DAME DE GRACE—A beautifully situated lot of land on Cote St. Antoine Road, 46 feet by 178 feet, running back to an avenue on which electric cars are now running. Commands a magnificent view.