

tion of the Sabbath, when the hours will be 9 a.m. to 12 noon:—

	Rate per Annum.
Superintendent (with free living quarters, heat, light, water, etc.)	\$ 700 00
Female attendant	500 00
Instructor	1,200 00
One ticket seller	624 00
Three cleaners and attendants	2,184 00
1st engineer	1,000 00
2nd engineer	900 00
Coal, 400 tons at \$6 per ton	2,400 00
Oil, repairs, etc.	300 00
Towels, soap, etc.	300 00
Lighting, power and gas	800 00
Miscellaneous	500 00
	<hr/> \$11,408 00



Swimming Pool. Note Reflection in Water.

The estimated cost of operating the baths sixteen hours daily, from 7 a.m. to 11 p.m., is \$16,592 per year.

Lay-out of Building.

The building, for practical purposes, is divided into two sections. The front portion with a depth of 66 feet, contains an office, separate waiting room for males and females, with lavatory accommodation. In the women's shower department are eight showers and one bath tub, the latter for aged and sickly people and infants. In the men's section are fourteen showers, tub and two gang showers for boys. The showers are of the non-scalding type—the cold water being first admitted to the mixer.

The rear section of the premises has a depth of 74 feet, and contains office, plunge room 72 ft. by 36 ft., locker rooms, lower and upper dressing rooms, balcony and plunge showers. The pool is 59 ft. long by 26 ft. wide, with a maximum depth of 8 feet and a minimum of 4 feet, and contains about 62,000 gallons of water, which is changed daily and kept at an approximately uniform temperature of 78 degrees Fahrenheit, by two 50 horse-power, horizontal return tubular boilers, built by the John Inglis Company, of Toronto. Each boiler is 48 inches in diameter, and 14 feet long, and contains 52 three-inch tubes. The shell of the boilers, which were designed to carry a working pressure of 100 pounds, is five-sixteenths thick, and the heads three-eighths.

In conjunction with the heating apparatus, "Tobey" heaters were supplied by The J. L. Mott Iron Works, of New York City.

There are one hundred lockers and two hundred bathers have been accommodated at one time. The public showers are absolutely free, and each patron is provided with soap and towel. A charge of ten cents is made for use of plunge. Each bather is provided with a towel, but must furnish his own bathing suit or trunks.

Before admission to the pool, every person is compelled to take a shower bath. The Corporation reserves the right to deny to any person the use of pool upon repayment of admission fee. In this way those filthy of person, and others suffering from skin diseases are debarred.

The City has retained a well known physical instructor to furnish lessons and advice to bathers, and the baths are daily increasing in popularity. During the first week they were used by nearly two thousand persons. On Saturday, November 6th, 795 used the plunge, while 304 used the showers.

The establishment of the baths is due to the untiring efforts of Controller Dr. William S. Harrison, from whose address at the formal opening we quote:—

"The way to cleanse the masses is to cleanse the individual, and to make a man clean in person is to inspire him with a desire for clean surroundings. Uncleanliness of person leads to toleration of filth and unsanitary conditions at home. A man with a clean and healthy body is more likely to have a clean and healthy mind, and one who respects himself is more likely to respect the rights of others. The public bath is local in effect but national in influence. A public bath is a working monument typifying the community's appreciation of civic health and cleanliness."

MODERN ROADMAKING.*

By W. W. Crosby, Chief Engineer, Maryland Geological Survey.

Since the beginning of the first efforts for artificially constructing a road surface on which to travel repeatedly with animals or vehicles, man has been at work for centuries trying to put down "something which would stay put." The necessity for constantly and frequently doing over again something already done has been universally regarded as irksome and uneconomical. Certain results of use have been, temporarily perhaps, regarded as unavoidable and the restoration of these defects has been accepted with a certain amount of resignation by the majority of the workers. The futility of other common burdens has been generally recognized, but the bearing of them has frequently been accepted because the local conditions seemed to prevent their avoidance. The brighter minds and more progressive among the road workers have however, as to-day, recognized that the reduction of the burdens of road maintenance was a goal at which to aim and have laboured unceasingly and with much success towards it.

Improvements in connection were first made perhaps by the substitution of a stoned surface for that of the natural soil, with the object of avoiding, to some extent at least, the annoyance and expense of the more frequent attention required by the latter. This was followed by improvements in the methods of applying the metal that would not only result in a surface that such would prove more satisfactory from every point of view, but also would reduce the first cost. It should, of course, be clearly understood that main-

* Paper given before the Convention of Roadmakers at Columbus, Ohio.