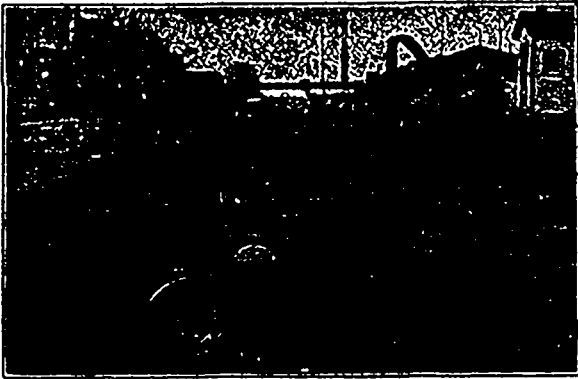


## MUNICIPAL DEPARTMENT

### OLDEST FIRE ENGINE IN AMERICA.

From a booklet entitled "Beautiful Nova Scotia," published by the Yarmouth Steamship Company, we reproduce the accompanying illustration of the oldest fire engine



OLDEST FIRE ENGINE IN AMERICA.

in America. It was presented to the town of Shelburne, N. S., by King George III about one hundred years ago.

### GOOD ROAD MOVEMENT.

The National Good Roads Association of the United States evidently believes that the time for action has come. It proposes to secure the construction of a sample mile of good road in every state of the Union, and to this end Congress has been asked for an appropriation of \$150,000 to start off with. W. H. Moore, a prominent financier of Chicago and St. Louis, has been elected president of the association. President Moore spoke of the work, aims and hopes of the association to a reporter of the New York World, and the report of the interview is worth reproducing:

"I have every reason to believe that our petition (for an appropriation of \$150,000) will succeed," said President Moore "Already two hundred and forty senators and congressmen have pledged to its support," he continued, "while all the leading railroad men in the country and the best citizens of every state endorse our plans. Stuyvesant Fish, president of the Illinois Central, is co-operating with us to win the active assistance of all the big railroads.

You would hardly credit the statement, but it is a fact, that the cartage of produce and merchandise last year cost \$250,000,000 more than their shipment by rail. In other words, the statistics accumulated by President Fish show that while railroad freight charges for the past year footed up a total of \$717,000,000 the cost of cartage to farmers and producers generally was \$967,000,000. The inevitable query is, why is this so? You can find the answer in the primitive

condition of the roads throughout many of the greatest producing states. It consumes valuable time and eats up money to cart produce long distances over these improperly constructed highways, which heavy rains render well nigh impassable. The railroads are so deeply interested in our scheme of improvement because as conditions now stand millions of dollar's worth of produce is being left in the fields to rot. Our plan may be told in few words. If we get the appropriation of \$150,000, we shall at once construct in every state a mile of sample road. This sample will show three distinct kinds of road—dirt, gravel and macadam. In some of the states we will break this sample mile into quarters. In other states we will build the miles as near to the capital as possible. Then, with these sample roads on view, we will employ skilled constructors to talk to the farmers. We will educate every community in every state to build and drain its roads in the most scientific manner. In every county of the United States, and there are 3,700 of them, the National Good Roads Association will establish a bureau of information. These bureaus will in turn be represented by individuals in each of the 63,000 townships of the country. It takes no prophet to foretell the result. With a year the improvement will be seen and felt

through every one of the great farming states"

### THE VIAGRAPH.

This is an instrument, says a British exchange, for testing the unevenness of road surfaces. It is practically a straightedge applied to the surface of the road along which it is drawn in making a test, with an indicating part attached. A wheel which runs on the road surface and rises or falls over its irregularities actuates a pencil making a profile of the road surface on a paper strip to an appropriate scale. The instrument also indicates the total added depths of all ruts or depressions over which it passes, thus giving a coefficient of unevenness for each road. At the end of 88 yards a bell is rung automatically. The operator then stops the instrument and takes off the diagram.

Mr. Wm. Griffith, who has held the position of secretary-treasurer of the city of Sherbrooke, Que., since 1868, has resigned, and has been succeeded by Mr. F. J. Griffith.

Mr. Wallace C. Johnson, C.E., has accepted an appointment as chief engineer of the Shawinigan Water and Power Company, and has opened his office as consulting engineer at No. 1724 Notre Dame street, Montreal. Mr. Johnson has been the chief engineer of the Niagara Falls Hydraulic Power and Manufacturing Company at Niagara Falls, N. Y., for the past fifteen years, and has had entire charge of all the large work of power development which has been done by that company. He still retains a connection with that company as consulting engineer.

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