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COUNCIL IS UNDECIDED

AS TO PAVING RESIDENTIAL ROADWAYS THIS YEAR.

Again Refers Back the Board of Works Recommendation, Asking That it Confer With Utilities Commission as to Streets Ready for Paving.

Still, the City Council is undecided as to what kind of pavement to put down on the residential streets that have been decided upon as in need of rebuilding. It devoted nearly three hours on Monday night in discussing the Board of Works recommendation that the tender of Foley and Gleason to lay 50,000 square yards of sheet asphalt for \$125,063 be accepted, and for the second time referred the question back to the board, this time to confer with the utilities commission as to what streets of those outlined were really ready for paving insofar as underground pipes are concerned.

The question much discussed was whether the city could afford to spend so much money on roadways without raising the tax rate next year.

Ald. Graham, Nickle and O'Connor held that the city could not stand the financial burden at this time. Ald. Litton and Fair held that it could, as it would be a paying proposition to pay with something that would last for years.

The Board of Works was blamed for not submitting a more definite report, that is, recommending the paving this year of streets that needed paving most and that were in readiness.

Things do not look very favorable for any paving this year, as August is at hand and it would possibly be another month before a start could be made if council did come to a decision to pave.

The Recommendation.

The Board of Works recommendation was as follows:—

That on the recommendation of the city engineer, that the tender of Foley & Gleason to construct 50,000 square yards of sheet asphalt pavement on a concrete base, in accordance with the plans and specifications prepared by the city engineer for the sum of \$125,063.50 be accepted, said pavement to consist of 1 inch Portland cement concrete base, 3/4 inch binder, and 2 inches wearing surface of genuine Trinidad or Bermudez sheet asphalt. The price to include all necessary excavations and a 5-year guarantee.

The city engineer shall select the area to be paved, and shall have the sole right to say how many yards shall be laid this year. That the city shall be instructed to prepare the necessary by-law for the above, also contract and request the contractor to execute the same and proceed with the work.

The Chairman Speaks.

Ald. Litton, in presenting the Board of Works recommendation, stated that sheet asphalt was the cheapest and the best pavement for Kingston. Comparing it with the asphalt block roadway on Wellington street, he said that sheet asphalt cost \$3.60 a running foot, while the asphalt block cost \$5.23.

Regarding rocmac, Ald. Litton read from a Post Arthur paper which reported that at a council meeting it was stated that the Fort William road, built of rocmac, was fast being disrupted and required re-surfacing. The road had been down only three years.

Sheet asphalt Ald. Litton reported had lasted in Buffalo for twenty-two years, and it was held that it had a life of thirty years. He didn't think the council need hesitate a moment in deciding what was the best pavement for the money. This was a good time to do the paving too, for men were plentiful, and the price quoted was lower than could be secured a year or two hence.

Ald. Sutherland corrected the view that the \$125,000 would be levied at once. Probably only \$50,000 worth of pavement would be done this year, which would mean that \$2,665.87 would be levied on the city at large next year. He was assured that this would require no increase in the tax rate. Furthermore, Ald. Sutherland pointed out that to macadamize the 50,000 square yards would cost \$25,000 and then the city would only have mud roads.

A Voice In Protest.

Ald. Graham opposed the awarding of the contract. He claimed that the city at large did not pay forty per cent. of the total, but fifty per cent. as intersections made up an extra ten per cent. Ald. Graham declared that it would require a raise in the tax rate to meet the additional expenditures. It would require pretty nearly a mill on the dollar to cover the cost. He saw the taxes on the dollar if much more costly permanent pavement was laid.

Ald. Graham instanced King street west, beyond Barrie street as an example of a good macadam road, laid cheaply. This road was laid seven years ago, and it was still in splendid order. Not five dollars had been spent upon it. If a little attention had been given it each year, the roadway would be perfect. Ald. Graham disputed Ald. Litton's cost of sheet asphalt and asphalt block pavement. He claimed the Wellington street roadway cost only \$3.59 a running foot.

Ald. Graham stated that the city engineer several weeks ago had said in council that sheet asphalt, sheet tarvia and rocmac were "sixes".

Ald. Litton denied that the engineer had said anything of the kind.

Ald. Sutherland explained that he had asked the engineer at the last Board of Works meeting if sheet asphalt was worth 54 cents a square yard more than tarvia or rocmac and the engineer had said that it was.

The engineer was called before council, and in reply to Ald. Graham said he had no recollection in saying such a thing. He probably said that tarvia, rocmac and asphaltic macadam were about equal in value. The engineer also stated that \$5.23 was the correct figure for a running foot

for the Wellington street block pavement.

The engineer said he could guarantee sheet asphalt for ten years and rocmac for only five. That was why he recommended sheet asphalt.

Ald. Graham warned the council that it should be careful what it does in spending the people's money. When the city could save \$28,000 on a pavement, it could buy a plant to repair the streets.

Ald. Richardson asked the engineer some questions as to prices, and as to whether more than one tender had been received on sheet asphalt. The engineer replied that there was a second tender on sheet asphalt.

Ald. Richardson pointed out that the question to be decided hinged on the life of the pavements. From the engineer he learned that the latter estimated the life of tarvia and rocmac at ten years, and of sheet asphalt at ten years.

One reason why Ald. Richardson objected to sheet asphalt on streets which were not torn up and had the sewers and other services attended to, was that this type of pavement when pulled up could never be properly repaired. This condition did not obtain with regard to rocmac or tarvia.

From the engineer, Ald. Richardson learned that the Barrie street asphaltic macadam pavement cost \$1.30 a square yard, and was estimated to last ten years.

"Then," said Ald. Richardson, "it amounts to this—we are asked to pay \$2.15 a square yard for a five-year guarantee on sheet asphalt, while we are paying \$1.30 a square yard for a pavement with a ten year guarantee."

Ald. Stroud advocated the purchasing of the city of a plant to do its own paving. He claimed that the question to be considered was: Has the city \$125,000 to spend on paving?

Still Further Protest.

Ald. Nickle pointed out that the Utilities commission had reported it would cost \$50,000 to do all the underground work necessary, and that it had not the money to do the work regarding the labor question. Ald. Nickle claimed that this need not come into consideration at all, for local labor was not employed on the present paving, and would not be on the proposed contract to Foley and Gleason.

Are not the taxes getting high enough? asked Ald. Nickle, who proceeded to point out that the city was preparing to experiment with tarvia oiling of some of the roadways. Why not wait until the result of this experiment was seen. Macadam was quite satisfactory in parts of Kingston, the speaker said. On William street above Sydenham, there was a macadam road that had been down for more than twenty years. Ro cmac, Ald. Nickle said, was being laid in Brockville, which two years ago laid street asphalt. It was down ten years in England.

With the present financial conditions, Ald. Nickle said he would not vote to spend \$125,000 of the people's money, and saddle a big debt upon them. By and by, the tax rate would be too high that it would be like a rent.

The Report Supported.

Ald. Fair declared that the Board of Works had handled the paving question carefully and had recommended what it thought best. The board members had gone over the streets recommended, and found that they were all worn out. The board had to do something, or the citizens would be put to inconvenience or expense in patching up the worn-out streets.

The trouble was that those who were criticizing the board's recommendation had nothing constructive to offer. Critics, who would instead of that of critics, who would work that year and not build up. Ald. Fair claimed the board's recommendation should be adopted for the people were tired of having their money spent in mud roads. The citizens wanted pavement.

Ald. Couper supported sheet asphalt. He had made enquiries in other cities and found sheet asphalt was the standard. If the city hadn't the money, then why did council ask the Board of Works to bring in a recommendation. Why not quit and hatch the roads.

Ald. Graham asked if the city had the money without raising the tax rate. No one could answer this.

Ald. Couper declared that the Board of Works had recommended the best thing it could, and he would vote for it.

Ald. McCann thought that some of the streets in the paving schedule should be eliminated. He suggested striking out West street, Earl from King to Barret, Earl street from Division to Albert.

Ald. Hoag agreed that the crux of the matter was the expense. He still claimed that there was not the necessity of spending so much money on the residential streets. It would be folly to go ahead and spend \$125,000 at the present time, particularly when the Utilities commission was not prepared to do the underground work that might be necessary a year or two hence.

Ald. O'Connor said that being more of a taxpayer than an auto driver, he was rather in favor of keeping down the tax rate. He wanted to see the streets, but he could not see that Kingston could afford to spend \$125,000 for residential paving. Money was tight this year, and

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The council must consider this. Ald. O'Connor moved in amendment to the report seconded by Ald. Sutherland that no action be taken on the paving question until after the budget of 1915 is struck.

Ald. Litton stated that the Utilities commission had given the following list of streets that were ready for paving now: Aberdeen street, Upper William street, from King to University; West from King to Earl; Union from King to Earl; Gore from King to Earl. He hoped that at least some paving would be done this year, and that the city would not stand still in regard to paving. Would it not be better to spend a goodly sum for good roads, than to spend a whole mill on merely patching the streets to make them passable.

Ald. O'Connor's amendment was defeated on this division. Yes—Ald. Bews, Clugston, Graham, McCann, Nickle, O'Connor, Stroud, and Sutherland—8.

Nays—Mayor Shaw and Alds. Couper, Fair, Gillespie, Hanley, Hughes, Hoag, Kent, Litton, Newman, Peters, Richardson and White—13.

Ald. White informed council that all University avenue was not in need of attention from the Utilities commission. Only two or three blocks needed extensions or improvements.

Ald. Hoag attacked the Board of Works reports as being too indefinite and unsatisfactory all year. Ald. Graham made the same criticism, and

stressed Ald. Litton to remark that he disagreed entirely with the opinion of those making the complaints. If the council waited on the Utilities commission there would be no paving done this year, declared Ald. Litton. If the commission was to die on paving, why not turn over the city to it and allow it to run the whole thing. Ald. Litton remarked that if the Board of Works waited on the Utilities commission, there would have been no paving done, yet on Princess street.

Ald. Hoag's amendment that the Board of Works confer with the Utilities commission with regard to the streets of the proposed area that are ready to be paved, was carried on this division.

Yes—Mayor Shaw and Alds. ghes, Hoag, Kent, Litton, Newman, Hoag, Kent, McCann, Newman, Richardson, Stroud—11.

Nays—Ald. Couper, Fair, Hanley, Hughes, Litton, Nickle, O'Connor, Peters, Sutherland, White—10.

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