

WORKS DEPARTMENT TO PAVE BAY-STREET

Tilt Over Tenders For Work at Board of Control.

Board of Control yesterday adopted the report of the Firemen's Conciliation Board; decided to have the city undertake the paving of Bay street, instead of giving the contract to a private paving firm; recommended to Council that an agreement be reached with the Ottawa Electric Railway for the laying of ties and rails on Cummings' Bridge, and disposed of a long list of matters of lesser importance.

There was an interesting tilt between Controller Balharrie and Deputy Engineer Askwith, on the question of having the city do the paving of Bay street. The vote on the matter went as follows:

Yeas: Controllers Balharrie, Cameron, and Mayor Plant.

Nays: Controllers Ellis and Champagne.

The work will be done by the city, despite the fact that the city's tender for paving Bay street is \$237 higher than the tender of an outside contractor. Engineer Askwith pointed out the difficulty of the city doing the work because it was handicapped by lack of equipment. Controller Balharrie remarked rather warmly that it was about time the Engineer's Department started to do something, to which Engineer Askwith retorted that the Controller had not been in City Council as long as he had been in the city's employ, and, therefore, if Controller Balharrie would permit him to do some plain speaking, he would tell him why the Department was unable to do more. The Department had to attend to all maintenance work and had to be on the job without any delay, and it was decidedly busy all the time. Paving would also delay maintenance work.

To bring the matter to a head, a vote on the question was taken, with the result noted. It was decided not to award the Cobourg street paving at present.

Mr. M. Kavanagh, business agent for the Carpenters' Union, headed a delegation asking that the city hurry civic work, particularly the proposed civic garage, in order to provide work for the unemployed. He was promised that whatever work the city could commence would be undertaken with as little delay as possible.

Will Give Permission.

Building Inspector Newlands reported that there was no objection to Mr. P. J. Brennan converting the old roundhouse of the Ottawa Gas & Electric Company on King Edward avenue into a stable. Permission will be granted Mr. Brennan, provided it is in the stable area.

Another division of opinion developed over a recommendation that the city enter into an agreement with the Ottawa Electric Railway Company for installation of rails and ties on Cummings' Bridge, because, as Controller Ellis stated, there was nothing to indicate the street railway would ever run over the bridge. The arrangement proposed was that the city buy ties originally intended for St. Patrick street bridge, but which were too long for it, and transport them to Cummings' Bridge, the city buying the ties from the company but the street railway to perform the actual work of installing them. The cost to the city would be \$1,800.

"This Board of Control is certainly living in the distant future with a vengeance," remarked Controller Ellis in opposing the move. The board recommended the agreement to council.

Wellington St. Viaduct.

Regarding the proposed work of improving the Wellington street viaduct, the board recommended that application be made to the Dominion Railway Board for authority to refloor it with concrete and asked for an order distributing the cost. Controller Cameron said the bridge was a "holy sight." It was full of