

headlights must be limited to that of the ordinary lamp.

V. It is desirable that all obstacles across a road, such as gates, and particularly gates at railway level crossings, should be painted white and in other colors in alternate parts, and illuminated by fixed lights which are lighted at dusk.

(2) It is desirable to paint white paint or indicate by some other method all danger signal posts, direction posts and other posts, milestones, wheel kerbs, bridge abutments, etc., or other special features, the indication of which would aid travellers, or conduce to the safety and convenience of the traffic.

VI. One and the same color should be universally adopted as the color for danger signals.

The meeting also adopted the following resolution:—

1. It is desirable that each Government should do away as soon as possible with colored lights on automobiles.

2. The Congress expresses the wish that regulations should be made to compel drivers of herds of cattle to make their presence known.

Sixth Question.—Observations noted since 1908 as to the Various Causes of Wear and of Deterioration of Roadways.—Sub-section C adopted these resolutions:—

1. Weather conditions are amongst the most powerful influences which cause deterioration of roads, and that the destructive effect of weather can be minimized by effective waterproofing of the road surface, with suitable drainage for the foundation.

2. Any considerable volume of traffic, consisting of either heavy motor vehicles or high-speed light motor cars has a seriously damaging effect on water-bound macadam roads. The damage caused is effected by the balancing of the motor; the ratio between propelling power and adhesive weight; the weight of unsprung portions of the motor; the progressivity of action of the brakes; the system of springing; the type of tyres employed, the diameter of the wheels, the width of the rims, variation of speed and adherence, and other factors.

3. The damaging effect of heavy motor vehicles can be minimized by the use of wheels of large diameter; tyres of a width properly adapted to the weight of the axle load; rubber or elastic tyres and suitable springs, and that all reasonable means of reducing the damage to roads caused by such vehicles should be enforced.

4. Light motor car traffic does not cause serious or exceptional wear or damage in the case of properly made macadam roads which have been properly treated or bound with tarry, bituminous or asphaltic materials, except in sharp curves.

As regards horse-drawn vehicles, it is desirable also to study the relations between load, width of rims and diameter of wheels, and more especially the system of shoeing horses. It is also necessary that power should be given to Local Authorities to prevent the deposit of refuse from the fields and earth upon the roadway by the wheels of agricultural carts.

5. There is still a great lack of precise information in regard to the various causes of wear and deterioration of roadways, and that it is desirable to collect more information compiled on carefully

devised scientific methods, standardized as far as possible for the purposes of comparison, and to make further systematic study of these causes.

Seventh Question.—Regulations for Fast and Slow Traffic on Roads.—Sub-section C investigated existing regulations, and adopted resolutions as follows:—

1. That all regulations for the control of road traffic should be based on the principle of allowing the speed practicable for each different kind of vehicle consistent with public safety, general convenience, and the normal wear of the road.

2. That regulations for the conduct of fast and slow traffic should be as few and simple as possible, and should be such as can and ought to be universally adhered to and enforced.

3. That in all large cities there should be a Traffic Authority, on whom should be charged the duty of studying and dealing with street traffic problems, the powers of such authority and the co-ordination of such powers with those of other public authorities being matters of detail which must be settled by public authorities on consideration of the circumstances and conditions of each large city.

4. That there should be ample provision of traffic controllers (such as the police in London) with adequate powers to regulate the traffic, not only at congested points, but throughout the course of crowded streets.

5. That having regard to the increased danger which is necessarily created by the conditions of modern traffic it is important that drivers should be carefully and systematically trained, and that children should be specially taught how to provide against the dangers of the road.

6. That except where local circumstances render it absolutely necessary, no obstructions, such as lamp-posts, tramway standards, etc., should be placed in the centre of a road, except necessary refuges for pedestrians crossing.

7. No obstruction of the public highway should be permitted either by vehicles standing unreasonably, or travelling at an obstructing speed, or by things placed on the highway. Exception must, however, be made for depôts required for the work of maintenance or repair of the road, or for work being carried out by duly authorized and competent authorities, but in every case all necessary steps must be taken to ensure the safety of traffic.

The meeting unanimously adopted the following resolution:—

8. Regulations for roads and traffic must aim at defining the rights, duties, and responsibilities for each kind of traffic, in order to avoid the causes of accidents and damage and to ensure the maximum of order and liberty.

Eighth Question.—Authorities in Charge of the Construction and Maintenance of Roads. Functions of Central Authorities and Local Authorities.—Sub-section D passed resolutions concerning this question, which are as follows:—

The system of road administration in any country must be in harmony with the general system of government prevailing in that country, and the political genius of its people. It is impossible, therefore, to lay down any general rule of universal application as to the extent to which the road organization of any country should be centralized or decentralized.