

CANADIAN GOOD ROADS CONGRESS

At Fifth Annual Session, Held Last Week in Hamilton, Ont.,
War-Time Problems Were Discussed—General Report of the
Proceedings—S. L. Squire Succeeds J. Duchastel as President

LAST week was "road week" in Canadian engineering circles. The fifth Canadian Good Roads Congress was held at Hamilton, Ont., and was attended by approximately 400 road enthusiasts (of whom, it is to be noted, only about 40 were from Hamilton), including the officials of the congress, speakers, exhibitors, motorists, municipal and highway engineers, road superintendents and road contractors.

Although the attendance was considerably smaller than in most previous years of the congress, the sessions were as interesting and the discussions even more general. From the standpoint of comfort, this congress was the best ever held in Canada, all who attended being unanimous in their approval of the idea of eliminating the heavier exhibits, which require the use of a large hall. Larger halls are generally cold and uncomfortable, whereas the ball-room of the Royal Connaught Hotel was an ideal place for the meetings. The room was attractively decorated, the exhibits being arranged along the two sides and across one end, with the stage at the other end.

Exhibitions Were Attractive and Educative

Following is a list of the exhibitors:—

Auto Road Construction Co., Niagara Falls, Ont.; The Barrett Co., Toronto; Hugh Cameron & Co., Toronto; Canada Cement Co., Montreal; Canadian Fairbanks-Morse Co., Montreal; Constructing and Paving Co., Toronto (in conjunction with the Godson Contracting Co., Toronto, joint exhibit); Dominion Good Roads Machinery Co., Goderich, Ont.; Imperial Oil Co., Toronto; Alfred Rogers, Ltd., Toronto; Sawyer-Massey Co., Hamilton; United States Steel Products Co., Toronto; and Warren Bituminous Paving Co., Toronto.

The booths were attractively furnished and decorated, the exhibitors distributing catalogues and samples and showing photographs of their products and factories. Various methods of testing materials were demonstrated, and sections of different kinds of roadway were shown.

The addresses by the various speakers were not entirely technical, but were intended to be informative for the general public, particularly for highway foremen and others actively interested in the improvement of roads and streets.

Opening of the Congress

Capt. J. Duchastel, city engineer of Outremont, who was president of the Canadian Good Roads Association for the past year, called the congress to order Tuesday afternoon, May 8th.

Mayor Booker, of Hamilton, extended the official civic welcome. He referred to the excellence of the Hamilton pavements, but deplored the practice of tearing up good pavements to lay water mains, sewers, etc., and he urged that a law be passed preventing the tearing up of new pavement, so as to make it necessary for cities to exercise foresight in installing water mains, sewers, gas mains, telephone conduits and other civic utilities.

W. A. McLean, deputy minister of highways for Ontario, and past-president of the Canadian Good Roads Association, addressed the meeting, stating that new traffic makes road construction an ever-changing subject. His speech in full will be found on page 436 of this issue.

James H. McDonald who until four years ago was state highway commissioner of Connecticut, extended greetings from the governor of his state.

B. Michaud, deputy minister of highways for the province of Quebec, spoke as follows:—

"I did not know that I had been selected to speak this afternoon, and I am somewhat tempted to blame the president, but I see this would be out of tune, as I think we owe a compliment to the president. I am glad to have this opportunity to congratulate him for the good work he has done in organizing the association on a legal basis, and also for having succeeded during these hard times in organizing this convention.

Would Pave With Roses

"I see there is a new feature—we have ladies amongst us, and I consider this a very favorable auspice for the convention of the roads. The first-class bituminous concrete road, the concrete road, the waterbound macadam with pot holes, the gravel roads with ruts, the trail made of clay and water,—all these roads will be dear things to us so long as they bring to us the loveliest and fairest half of the human family.

"On the other hand, I would assure them that we road men will always work to improve the roads and to maintain them in good order. If I were allowed a little sentiment, I would suggest that we should lay roses on the roads over which the ladies travel.

"Every time I have attended these conventions I have been called upon to speak of the work we have done in the province of Quebec as regards road construction, but I will refrain from it to-day. I was much embarrassed when I found that I had been selected to speak, and being in trouble, I looked for help and on the table in my room I found a Bible. I read that the great King Solomon said there is a time to cast stones away and there is a time to gather stones together. That is the secret of the road policy of the province of Quebec. Five or six years ago we made up our mind that the time had come to put stones together. Unfortunately the specification made by King Solomon was lacking in completeness, for he did not specify how we should keep the stones bound together. Of course, it has often been my lot to discuss and criticize specifications drawn up by people who knew more than I did, and so I would not venture to criticize those made up by King Solomon. I think perhaps he left that to the engineers of his time, but I must say that the construction of macadam roads should be a matter of discussion in this convention. I am sure all of you will discuss and criticize the various methods with care and in earnest.

"I hope you will upset the present methods, provided you can find better ones. At all events, I am sure that you all in this province and all the people of the Dominion of Canada will continue working hard toward the improvement of roads."

"Melting Pot of Public Opinion"

The Rt. Rev. Monsignor Mahony, of Hamilton, was on the programme for an address, but was unable to be present on account of an illness which later proved fatal. He died while the congress was in session, and suitable resolutions were passed in that connection.