

CORRESPONDENCE

[This department is a meeting-place for ideas. If you have any suggestions as to new methods or successful methods, let us hear from you. You may not be accustomed to write for publication, but do not hesitate. It is ideas we want. Your suggestion will help another. Ed.]

NEW DRY DOCK—NOVA SCOTIA STEEL COMPANY—STREET CAR FRANCHISE.

(From Our Own Correspondent.)

Montreal, September 17th, 1908.

The American Locomotive Company, of which the "Montreal Locomotive Works, Limited," is a part, has decided, in view of the industrial situation, to conserve its capital and surplus by passing its dividend of $1\frac{1}{4}$ per cent. The Canadian plant, which has hitherto been known as the Locomotive and Machine Company, has for three years received advances for the completion of its works from the parent firm. In payment thereof, the Montreal firm has issued to the American Locomotive Company additional capital stock at par, to the amount of \$2,485,000, making \$3,000,000 outstanding, all of which is owned by the American Company.

During the year ended June 30th last the cost of operation of the American Locomotive Company amounted to 86.7-10 per cent. of gross earnings, against 86.3-10 per cent. for the previous year. Working capital on June 30 last totalled \$16,135,588, against \$15,113,455 previous year.

Some rather damaging reports were current regarding the injury caused by a recent fire at the mines of the Nova Scotia Steel and Coal Company. The following telegram received from Mr. Thos. Cantley, manager at North Sydney, on Saturday, allayed all fears:—

"Understand sensational reports current as to situation here. I have just returned from place where fire was, having been personally actually at spot; roof and walls in close proximity still warm, but two lines hose now playing on same will soon cool them. Please advise Stock Exchange and Montreal papers."

The town of Montreal West evidently has its own ideas regarding the value of a street car franchise. The town years ago refused the advances made by the Park and Island Railway, and the railway passed it by. Recently, the municipality of Notre Dame de Graces granted a franchise which brings the railway to the limit of the town of Montreal West. The company made the town another offer, asking in return a franchise for fifty years. The town took a vote of its rate-payers and the offer was refused by an overwhelming majority. The company, however, was offered a 25-year franchise, on certain conditions, among which was a stipulation that the company was to pay half the cost of snow removal.

The National Dry Dock and Shipbuilding Company, with a capital of \$50,000,000, has been organized by Montreal, New York, and Chicago capitalists. The chief promoter is Mr. J. F. Stephens, of New York, and Mr. Robert Bickerdike, M.P., is one of the prominent local people interested in the company. An organization meeting is to be held here shortly. A site for a repair dry dock has already been selected in Montreal, and it is proposed to build in St. John, N.B., a second dock for the construction of steel ships and International Automatic Lifeboats. The company will take advantage of the subsidy granted by the Dominion Parliament for dry dock construction and operation.

At a meeting of the officials of the Algoma Steel Company at Sault Ste. Marie, it was decided to open the steel

plant on September 15th, instead of October 1st, as formerly announced.

It was said that several rush orders for rails have been received, including some 5,000 tons for the Grand Trunk Pacific.

A general meeting of the shareholders of the Electric Service Company, of Canada, Limited, was held here last week. The directors elected were Mr. W. L. Haskell, Mr. F. W. Hibbard, Mr. J. J. Murphy, Mr. John Murphy, Mr. A. C. Barnhart.

After the adjournment of the shareholders, the directors held their meeting, electing Mr. W. L. Haskell, president; Mr. A. C. Barnhart, vice-president and general manager; Mr. C. B. Godwin, treasurer. The reports of the secretary and general manager showed the company to be in excellent shape, and in a position to go ahead with extensive operations.

The cargo carried by the S.S. "Cacouna," which recently sailed from Three Rivers for the Baie des Chaleurs, indicates active lumbering operations. She carried 250 lumbermen and a large number of horses, sleighs, and shanty outfit.

The Public Works Department, Ottawa, has awarded the following contracts:—

Wharf and warehouse at Port Hastings, Inverness County, N.S., to W. J. Landry, of Antigonish, \$10,550.

Wharf at Macpherson's Cove, Cape Breton, to Reid & Archibald, of Halifax, \$3,973.

THE QUESTION OF PRESERVATION UNDER NEW CONDITIONS.*

By Logan Waller Page,
Director Office of Public Roads, U.S.A.

It is to Tresauget, engineer-in-chief of the district of Limoges, that we are indebted for the first scientific treatise on broken stone road construction. He clearly specified several types of broken stone roads, one of which, in quite general use throughout England and America to-day, is known as the Telford Road. It is a matter of interest that while roads of the Tresauget type are in extensive use throughout England and America, they are rarely seen in France, the macadam type having almost entirely superseded it. Tresauget's report to the Council of Bridges and Roads, written in 1775, on road maintenance, is, in my opinion, the best ever written on the subject. Following Tresauget, McAdam made his splendid contribution. Since the time of these great engineers many improvements and modifications have been made in road building, the most important of which have been largely brought about by time and labor-saving machinery.

It is not my purpose to consider the history of road building, and I have only alluded to it for the purpose of showing that the broken-stone road of to-day has been of slow development. Although the methods of construction vary somewhat in different countries and different localities, the main object sought has always been the same—to withstand the wear of iron-tired horse vehicles at a reasonable cost. Until the last decade these conditions have been successfully met and the broken stone road was all that could be desired. Under modern motor traffic, however, the conditions have changed. Roads which formerly withstood the wear of horse vehicles are now quickly denuded of the fine binding material, and become loose and disintegrated. On the principally travelled roads the great clouds of dust

* An address delivered before the Legislative and Good Roads Convention at Buffalo, N.Y.