

**A. W. Campbell, C.E., Provincial Instructor  
in Roadmaking.**

Mr. Campbell was born in Wardsville in 1863, and spent his boyhood days on the farm of his father, Mr. C. J. Campbell, in the township of Ekfrid.

He graduated in engineering and surveying at Toronto in 1885, and from that time until 1891 he was in partnership with Mr. James A. Bell, and carried on an extensive business in all classes of municipal engineering in the counties of Norfolk, Oxford, Middlesex, Elgin and Kent, with headquarters at St. Thomas.

In 1891 he was appointed city engineer of St. Thomas, a position which he has resigned to accept the office of highway commissioner. During his term as city engineer he gave special attention to road-making as a branch of his profession, and experimented in constructing a number of miles of earth, gravel, telford and macadam roads, with the result that St. Thomas to-day has a greater mileage of permanently improved streets than any other city of its size.

During the past four years he has been one of the editors of THE MUNICIPAL WORLD, dealing with municipal engineering generally, but more particularly with the road question. When the Ontario Good Roads Association was instituted he was appointed a member of the Board of Directors, and is at present one of the vice-presidents. In this connection he has taken an active interest in addressing farmers' institutes, dairy and other meetings in different parts of the province, urging the necessity of 1st, systematic and uniform work on the road, in order that better results might be obtained from the money and labor now expended; 2nd, of combining, as far as possible, the efforts of all persons engaged in road reform; 3rd, trying to create an interest in the subject among the people at large, and 4th, in discussing the methods of modern roadmaking. Last year the Ontario Toll Roads Commission, of which he was a member, visited different parts of the province, and in that way he became acquainted not only with the toll road system, but with the country roads, and the opinion of prominent citizens in reference thereto.

Mr. Campbell's duties as Instructor in Roadmaking will be under the direction

and approval of the Minister of Agriculture, and the work will be entirely educative in its character. He will be required to give instructions in the building and maintenance of highways by oral or other communication to road overseers, pathmasters and others, and to distribute such printed information as he may be able to collect from the various sources at his command, both in this and foreign countries. It is proposed that the instructor shall meet personally with road overseers and with members of township, town and village councils for the purpose of discuss-

posed by some who have discussed the matter. The theory is that the work at present is along the line of educating the people as to how they may, through the present system, better utilize the labor now employed in roadmaking.

Mr. Campbell is a good speaker, and thoroughly understands the duties of his office and the people with whom he will come in contact. The Government was fortunate in securing his services, and under his direction the question of the improvement of our highways should be materially advanced.

The office of the Provincial Instructor in Roadmaking will be found on the ground floor of the Parliament Buildings, Toronto (at main entrance), where Mr. Campbell will be pleased to see, at any time, any one interested in road improvement. Those wishing to communicate with him on any matter connected with this subject will please address him as follows:

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**The Law of the Wheel.**

A wheelman, in riding the road, partakes somewhat of the nature of a horseman, and to some extent reaps the benefits and disadvantages of the immemorial usages and customs applicable to him. For instance, it seems that there is no law requiring a horse man to turn to the right. The rule seems to be that a man on horseback should be governed rather by his notions of prudence and should be required to consider somewhat the convenience of vehicles which he meets, depending upon their character. A horseman should yield the travelled track to a vehicle,

particularly if it is heavily laden, where he can do so without peril. The fact that bicycles and horses can pass along a track much narrower than that required for carriages, and that they also occupy much less space in length, are of weight in determining the duty of the wheelman or rider. So, too, is the fact that his control is more absolute than that of the driver of horses attached to carriages. A bicyclist, however, cannot be forced to ride his machine on dangerous ground, and the cardinal rule, subject to the above considerations, is "Keep to the right."—From the *Barrister* for May.



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ing the best method of improving the ordinary highway. It is also proposed that, whenever an opportunity is afforded, he shall superintend the construction of a section of road as a sort of pattern or ideal towards which overseers may work.

In the establishment of the office the Government does not contemplate the expenditure of any money whatever by the municipalities. The Minister of Agriculture has always refused to entertain the idea of making any radical changes in legislation as to the labor employed on the road, or to give countenance to any scheme of taxation such as has been pro-