

Editorial

DEPRESSION AND DUTY.

Governments and municipalities, corporations and individuals should strive at this time to remember the natural virtues—justice, prudence, temperance and fortitude. The theological virtues—faith, hope and charity—are equally important, but they will follow without effort if the natural virtues are exercised.

Justice demands that all men who are willing to work be given work.

Prudence requires careful avoidance of extravagance and equally careful avoidance of panic that might be caused by unnecessary retrenchments and false economies.

Temperance embodies rational self-control. It means the suppression of any tendency to thoughtless actions. It implies the calmness and patience that were never more essential in Canada's history than at present.

Fortitude calls for resolution and constancy. It is demanded when the evils of trade depression and war are encountered, if they are to be overcome and transformed into opportunities.

No men in Canada are able to recognize these broad principles of philosophy better than the technically trained and those whose experience has been in handling large numbers of men. Therefore the engineers and contractors have a duty that they should remember. They should be leaders in thought, leaders in action. No man in a community to-day should be bigger than its city engineer, for instance. And the engineers and contractors must direct public thought and action into sane, philosophical, business-like channels.

RAILROADS FAVOR GOOD HIGHWAYS.

Public roads are an indispensable part of the transportation system of Canada, supplementing the railroads and waterways. That this is well recognized by the railroad officials is evidenced by recent remarks made by President Harrison of the Southern Railway Company.

Speaking of the relation of the country highway to the railroad, Mr. Harrison said: "Whatever may be the final destination of the farm products, their first movement must be over the country road, and if the farmer is to receive the largest measure of benefit from good roads, the policy should be adopted of improving those highways which radiate from market towns and shipping stations and over which the farmers must haul their produce. The profit which will be earned by the farmer may depend largely upon the condition of the road from his farm to a shipping station. With good roads he can not only haul heavier loads in shorter time but, except as to perishable commodities, he can market his produce when prices are most favorable and can do his hauling when it is most convenient, and even when the ground is too wet for work in the fields.

"The manifold advantages of an improved highway in reducing the cost of drayage, facilitating social intercourse, promoting school and church attendance, expediting rural mail delivery, increasing the value of farm lands, and promoting agricultural development back from the railroads, are so great that they need but to be enumerated

to present a convincing argument in favor of road improvement.

"Several years ago the Southern Railway Company, in conjunction with the United States Agricultural Department and State and local authorities, operated over its lines a good roads train, carrying machinery and lecturers, and building at central points object-lesson roads. This was accelerated in 1911 by the operation of another good roads train in co-operation with the United States Department of Agriculture and the American Highway Association."

CO-OPERATING WITH COMPETITORS.

Trade is rapidly becoming civilized. Corporations, like individuals, have learned that it pays to apply the Golden Rule. No better example of the benefits of proper association of interests could be found than the eleventh annual meeting of the National Paving Brick Manufacturers' Association at Buffalo last week.

The aim of brick manufacturers formerly was to advance as much as possible by individual effort, each plant jealously keeping its competitors in the dark regarding any improvements in machinery or methods, each engineer regarding his knowledge and his experiments as strictly private property.

The result was brick that was not dependable, not uniform, not standard. Co-operation, better ideas, and more liberal business policies have changed all this. Largely through the work of the association mentioned, paving brick has been brought up to a high standard and is being manufactured more efficiently and more economically.

Over two hundred and fifty brick manufacturers and guests, among whom were many municipal and highway engineers and road contractors, attended the meeting. The business sessions were completed on the first day, and the following two days, Thursday and Friday, were devoted to inspections of brick highways in and near Buffalo. There was a free exchange of ideas, both in regard to manufacturing processes and methods of construction. The relative advantages of bituminous and cement grout fillers; the necessity or otherwise of transverse expansion joints, and the best fillers to use if such joints are left in the pavement; the advisability or inadvisability of longitudinal expansion joints at each side of the road, and the advantages therefor of bituminous fillers and of creosoted wood strips—these and scores of other problems of great interest to highway engineers were discussed informally, and many of them practically settled by consensus of opinion.

The discussions were extremely valuable, because over half the men present were brick highway experts—men like "Bill" Perkins, formerly resident engineer at Buffalo for the New York State Highway Commission; Frank Dunn, of Dunn-Wire-Cut-Lug-Brick fame; Will P. Blair, the association's energetic secretary; and scores of other men who, like those mentioned, have built hundreds of miles of brick roads.

The meeting was by no means entirely one of self-admiration, however. It was realized that there is serious work still to be done by the association to perfect brick and methods of brick construction. For in-