

AMERICAN ROAD CONGRESS, ATLANTA, GA.

"Overtopping all other road problems in its importance is that of maintenance," says Logan Waller Page, Director of the United States Office of Public Roads and President of the American Highway Association. "The destructive agencies of traffic and the elements are unceasing in their activities and it is idle to talk of permanent roads any more than to speak of a house, a fence, or a railroad ties as permanent.

"The public roads to-day, by reason of the exceptionally destructive traffic conditions, are more costly in construction and this is continually increasing with the advance in the prices of labor and material. It is criminally wasteful, therefore, to invest large sums of public money in building the highways demanded by traffic, unless the investment is conserved by adequate maintenance. Without such adequate maintenance a road costing anywhere from \$5,000 to \$15,000 per mile may go to ruin in a year or two, thus involving a permanent loss of considerable magnitude.

"When it is considered that the aggregate expenditure on roads in the United States is well over \$200,000,000 annually, the seriousness of the question is apparent. I look to the conference of highway officials which will be held during the Fourth American Road Congress, which meets in Atlanta, Georgia, on November 9, to devote much attention to road maintenance, and that the accumulative moral effect of their findings will go far towards bringing legislatures and county boards to a realization of the necessity for prompt and efficient action. The roads should be classified and suitable maintenance, in organization and money, provided according to the importance of the representative classes of roads."

One of the questions which the Congress will discuss is that relating to the revision of road laws. A complete compilation of the road laws of all the states will be available for the session devoted to legislation and it is expected that in outlining bases for revision, maintenance will be given particular attention.

OPPORTUNITY FOR CANADA IN PAPER INDUSTRY.

A report from the European continent announces a dearth of sulphite pulp. Quotations on wood pulp have advanced from 92 to 145 shillings per ton in England. On the outbreak of the war 30,000 tons of paper consigned to the United States were on the sea. Of this amount, 20,000 tons had been sold, and the remainder not yet disposed of. The United States annually imports 350,000 tons.

France and Great Britain are beginning to suffer, as the greater part of their paper comes from Germany and Scandinavia. With Germany eliminated, Scandinavia is left to supply both countries. As the Baltic sea is normally open to commerce only between May and November, importers customarily lay in sufficient supply in the later part of the summer to last for the year. The present is the season of lowest supply.

With the Baltic blocked on account of the hostile fleets and with little hope of its being opened shortly, the shortage is being felt more and more each day. Some of the English publishers have already cut down the size of their papers. South American publishers are feeling the stress too, as they also procure paper from Europe. This leaves Canada as the only producer that is not affected which has any surplus paper.

Coast to Coast

Winnipeg, Man.—The engineers of the administration board of the Greater Winnipeg Water District have announced that, while the original estimates for the Shoal Lake scheme totalled \$13,045,000, the outlay will be \$1,200,000 less than that amount. Total disbursements on the entire project up to September 25 were \$946,431.82; and the bank overdraft, \$340,354.34.

Calgary, Alta.—Good progress is reported upon the work being supervised by Engineer Winter on the new east-end tunnel, which is to convey the Calgary sewerage system under the Bow River at Fifteenth Street East for the accommodation of Tuxedo Park and other parts of the North Hill. Of a total approximately 900 feet, 285 feet of the tunnel have been constructed, and it is stated that it will take until mid-winter to complete the work.

Montreal, Que.—Outstanding features of the work which has been accomplished by the C.P.R. during 1914 are a new machine and erecting shop at McAdam Junction, as well as over one mile of new storage tracks to the yard at that centre; at West St. John, a fireproof elevator with a capacity of 1,000,000 bushels together with an up-to-date power house, also extensive improvements to terminal facilities in that city; at Windsor Station, Montreal, improvements to the passenger and freight terminals, the train shed just completed being one of the most modern and one of the largest now known; at Place Viger, Montreal, the completion of the improvements which have been in progress for three years, and which comprise a station, an hotel and trackage, the erection of which has cost nearly \$5,000,000; and the commencement of the Union Station at Quebec. Throughout the year, also, there was completed the double track bridge at Lachine costing nearly \$3,000,000 and the new Lake Shore line opened for traffic in June. The commencement of the new station and viaduct at Toronto has been authorized, and is being delayed only temporarily. Other works authorized and now assuming various stages of completion are: the extension of the Kippewa branch line 10 miles in a northerly direction; a 30-mile extension from Expanse to a junction with the Weyburn-Sterling branch of the C.P.R., which will be completed this fall; the line between Swift Current and Empress, a distance of 112 miles, which will be completed this year; the main line cut off from Swift Current to Bassano, of which 150 miles are completed; the 78 miles of the C.P.R. branch from Lacombe to Kerrobert, a new extension; the Alberta-Central Railway to Lochern, a distance of 65 miles from Red Deer; the great tunnel at Roger's Pass, of which one mile of the Pioneer tunnel has been completed; the C.P.R. depot and terminal offices at Vancouver; the Kootenay Central which is now open for traffic, from Golden, 60 miles south, and the work on which is being pushed vigorously between Golden and Colvalli; and the Esquimalt and Nanaimo line from Parksville Junction to Courtenay. Further, the C.P.R. is interested in the Kettle Valley Railway, and in connection with the same it is building a line from Midway to Penticton—a distance of 134 miles, 76 of which are already open for traffic. A line from Penticton to Osprey, 41 miles in length, has been completed; and work has been commenced on a new line between Osprey Lake and Princeton. The Kettle Valley Railway is also building a line 54 miles in length between Hope and Otter Summit; and a part of the track has already been laid. In addition to all this, the C.P.R. has continued its policy of double tracking.