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JAMES J. SALMOND
President and General Manager

ALBERT E. JENNINGS
Assistant General Manager

HEAD OFFICE: 62 CHURCH STREET, TORONTO, ONT.

Telephone, Main 7404. Cable Address, "Engineer, Toronto."

Western Canada Office: 1206 McArthur Bldg., Winnipeg. G. W. GOODALL, Mgr.

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PROFESSIONAL EMPLOYMENT BUREAU

As advocated editorially by *The Canadian Engineer* in the issue of December 18th, 1918, the Dominion government has decided to establish a professional employment service for members of the Canadian Expeditionary Force. An office has been established at 287 Queen Street West, Toronto, in charge of Major R. D. Galbraith. Offices are also being located in Ottawa and Montreal.

Employers wishing to obtain the services of returned soldiers who had technical training and experience before enlistment, are invited to write to Major Galbraith and inform him of their requirements.

Officers and men of the Canadian or Imperial army or navy who are seeking employment, are urged to file their names, and full particulars of their qualifications and experience, with Major Galbraith.

This is a splendid scheme and one which should have been adopted several months ago by the government. The work should not be conducted in any haphazard manner. The offices should be manned by a staff large enough and sufficiently competent to really be of some service to the engineers and other professional men who are seeking employment.

As we have said in previous editorials, the task of dealing with thoroughly trained men who in many instances can and should demand high salaries, requires a special organization, with sufficient funds to retain psychologists, engineering and other technical advisers, and keen business organizers.

Experience in the United States shows that the engineering field presents the largest problem for that branch of the United States Employment Service which is called the Professional Division. Nearly one-half of all the applicants

so far have been men who have qualified for some kind of work in the engineering profession.

While the main object of the establishment of this new service is to aid the returned men, and while it is only proper that those men should be given every preference by the bureaus, it is to be hoped that the service can be extended before long so as to be available to all professional men, and especially to those who engaged in munitions and other similar war work.

ONTARIO GOOD ROADS ASSOCIATION

FOLLOWING is the annual report of the executive committee of the Ontario Good Roads Association, presented at the recent meeting in Toronto:—

Immediately following the close of last year's convention, the new executive met for the customary formal business.

The annual mid-season meeting of the executive committee was convened at Kingston on July 8th, 1918. President C. R. Wheelock was in the chair and there was a full attendance, including A. Rankin, M.P.P., Frontenac, and W. D. Black, M.P.P., Addington. Secretary G. S. Henry, M.P.P. for East York, was warmly congratulated on his well-deserved preferment as Minister of Agriculture.

Considerable routine business was disposed of. The importance of regulating traffic on improved highways was discussed. The use of the motor truck shows that roads adjoining and between populous centres in Canada and the United States are not being constructed or maintained so as to stand up under this class of traffic.

Road construction, owing to war conditions, was being held up in most counties, and it was thought that a full report on the question should be available for consideration at the next session of the legislature. On the following day the committee were entertained at luncheon by the Council and Board of Trade and were shown the beauties of Kingston. An extended trip through the counties of Frontenac and Leeds gave them an opportunity of becoming acquainted with county road development and the difficulties that have to be solved in that district.

At Gananoque the members of the committee met J. R. Dargavel, M.P.P. for Leeds, and were placed in charge of the local Board of Trade, which has been most active in promoting the location of the provincial highway along the St. Lawrence.

A public meeting was held in the evening in the beautiful grounds surrounding the town hall. This was addressed by members of the committee and the Deputy Minister of Highways, W. A. McLean, who took advantage of the occasion to make the first public announcement that the provincial highway would follow the old-established line of travel through Gananoque to Kingston. This was received with great enthusiasm, and is one of the results achieved by the board in its campaign for improved highways.

On the following day the committee, as the guests of the Council and Board of Trade of the town, were taken for a trip through the beautiful Thousand Islands to Clayton, N.Y., where motors were in waiting for a trip over some of the highly improved state roads, to give them an idea of what may be expected when the provincial highway is completed.

At Watertown, N.Y., the delegation was met by the mayor and president of the Chamber of Commerce. After luncheon, patriotic greetings were exchanged and a visit made to the beautiful park donated to the city some years ago. One of the sights was a munition factory occupying fifteen acres, employing 8,000 men, all under military guard.

The return trip was via the Thousand Island House at Alexandria Bay, over magnificent asphaltic macadam roads. Maintenance material was deposited on the roadsides and the one-horse-and-man-patrol repair outfits were passed at intervals. The state roads were uniformly good and dustless.