

Editorial

HAMILTON-TORONTO PERMANENT HIGHWAY.

The plan to proceed without delay on the construction of a \$600,000 permanent highway between the cities of Hamilton and Toronto is a very commendable one. Besides providing a thoroughfare for which there has been a distinct need, this work will be a boon to many unemployed in the two terminal cities and in the intervening municipalities.

Various organizations, including city and town councils, boards of trade, automobile, farmers' and fruit-growers' associations, etc., have emphasized for a considerable length of time the necessity for a permanent road which, when constructed, would serve over half a million people. The road will run through fruit and vegetable farming communities for practically its entire length and will be a means of bringing producer and consumer closer together here than it is possible to find them elsewhere in the Dominion. The phrase "deplorable condition" has been associated with the present Lake Shore Road for the greater part of many seasons. This state is very regrettable considering the usefulness of an improved inter-city highway, its picturesqueness and the absence of engineering difficulties along its path.

Last week a program was decided upon by the Provincial Government whereby Toronto and Hamilton will contribute \$150,000 and \$30,000 respectively, while the counties through which the projected road will pass will

assist at the rate of \$4,000 per mile. A commission was also appointed to properly manage these funds, to select the route, concerning which, for a small portion of the distance, there has been some controversy, to decide the type of pavement and to take charge of the construction. This commission consists of Geo. H. Gooderham, M.P.P., Toronto; G. Frank Beer, Toronto; T. W. Jutton, Hamilton; M. C. Smith, Burlington; and C. G. Marlatt, Oakville.

The last report of the Public Roads and Highways Commission of Ontario very strongly emphasized the need of this permanent inter-city route. One of its chief recommendations for this season's work constituted a preliminary survey of the line. The government authorized this procedure last winter, and Mr. W. A. McLean, the Provincial Highway Engineer, has had a staff of men engaged upon the work for a greater part of the summer. Hence, little time need be spent upon preliminaries.

What remains of the road-making season has been reduced to a matter of days, but before the interference of severe weather, any necessary re-location may be made, grading may be proceeded with and materials collected. This may mean the employment of from 500 to 700 men.

It is just such undertakings as these, involving the services of large gangs of men, that our cities and towns should hasten to proceed with, in order to reduce as much as possible the distress and want which follows in the wake of unemployment.

ANNOUNCEMENT

In view of the present political conditions in Germany and Austria, which constitute a menace to Canadian interests, *The Canadian Engineer* feels fully justified in excluding from its pages the advertisements of any machinery or materials made in Germany or Austria that can be supplied by Canadian firms, by firms situated anywhere within the British Empire, or by firms in the friendliest of neutral countries, the United States.