

## SIX HUNDRED MANITOBA "GOOD ROADSTERS"

Assembled at Joint Roads and Municipal Associations' Banquet to Consider Province's Future Highways Policy and Welcome President S. L. Squire

WINNIPEG has been definitely chosen as the meeting place for the annual convention of the Canadian Good Roads Association to be held the second week in June, 1920. S. L. Squire, president of the association, announced last week at a joint banquet of the Manitoba Good Roads Association and the Union of Manitoba Municipalities. Over six hundred were present, representing every organized municipality in Manitoba.

The speakers of the evening were Sir James Aikins, Premier T. C. Norris, Mayor Charles F. Gray (Winnipeg), S. L. Squire and several others. Sir James Aikins said:—

"At this gathering are representatives of all organized Manitoba, who show their spirit by action as well as words in the upbuilding of our system of roads. Roads are now recognized as one of our greatest necessities."

### Most Successful Year in History

S. R. Henderson, president of the Manitoba Good Roads Association, acted as chairman. "Ten years ago the Good Roads Association of Manitoba was inaugurated," he said, "and since the drafting of the Good Roads Act great strides have been made in the development of our roads. This has been the most successful year in our history."

Premier T. C. Norris declared that "the Good Roads Association and the Union of Municipalities are among our two most useful organizations. We have representative men here—men who carry on the good government of our municipalities. Co-ordination and co-operation is shown in this gathering. The question of good roads is one of the great problems of the day. The time has arrived when we must have a 365-day road in Manitoba. It will be some time yet before we reach such a standard, but we are gradually working there. The main trunk roads of the province should be dealt with first, and then the market roads should be built up. It is the intention of the province to have trunk roads extending across the province within a short time. Large sums will necessarily have to be expended and they must be spent well. In order to maintain our position as one of Canada's foremost provinces, we must have good roads. Good roads will have a good effect on community life. It will result in more of our young people staying on farms and will continue farming as our basic industry. The people of Winnipeg are taking a great interest in the building of roads, and if Winnipeg progresses other parts of the province will progress also."

### No Particular Types Recommended

Mr. Squire outlined the work of the association during the past few years. Winnipeg was chosen for the next convention, he said, because of the great interest taken by that city and the west in the development of the roads. "We do not say what kind of roads should be built," said Mr. Squire, "as long as they are good roads. Every dollar spent on roads is an investment for the country. We are past the experimenting stage."

"There is no such a thing as a permanent road. The only thing that is permanent is the location. Roads must continually be repaired. Roads must be built to take care of the traffic to which they are subjected. Expensive roads should not be built where there is little traffic, and cheap roads should not be built where there is a great deal of traffic. We have come to the time when the government must take over the initiative and lay plans for the building of roads. It is purely the work of the government."

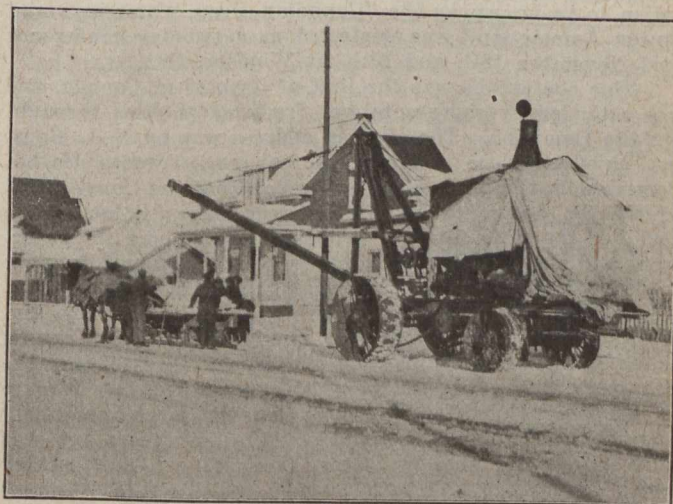
"In the past roads have followed colonization, but we have reached the period when colonization must follow the roads, just as immigration follows transportation. The building of roads will fill up the vacant lands of the west and result in greatly increased production. It will be a good investment and will mean the upbuilding of the country. The people will support the government which lays a good system of roads throughout the province."

## FROST HEAVES STREET RAILWAY PAVING SLABS IN EDMONTON

BY C. L. DE VALL

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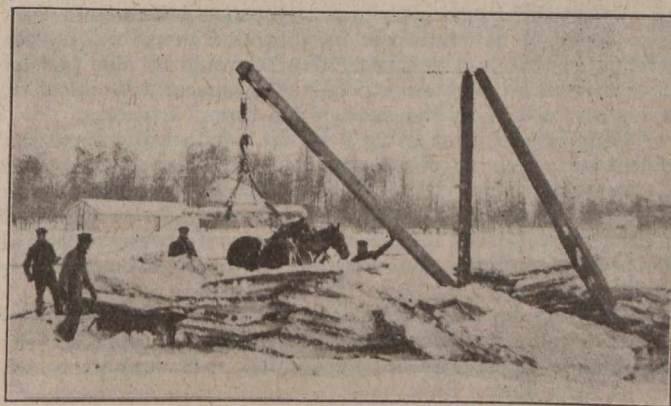
CONSIDERABLE inconvenience, and some delays to Edmonton's street railway system were caused recently by the early "freeze-up." The triangular-mesh-reinforced concrete pavement between the rails was heaved for several inches by the action of the frost—enough to interfere with the gear casings of the street car motors, causing suspension of traffic until the heaved slabs were removed.



TRACTOR DERRICK LOADING THE SLABS

This condition, arising quickly, required prompt action by the city's officials. The slabs varied in length from 6 to 16 ft., the larger ones weighing about 1½ tons each, presenting a rather awkward bundle to handle on account of their shape and weight.

The first operation was to remove the slabs from their location between the rails and skid them to the curb; this was done to open the lines quickly and to find temporary storage for the obstructions, although in a measure they were still more or less obstructions for vehicular traffic. Special equipment was necessary to remove these slabs



UNLOADING AND PILING SLABS AT POOL

from the curb advantageously. A tractor hoist and derrick was secured from a local contractor, and with its aid the slabs were loaded on flat cars, special hooks being used for grappling the slab.

This work was necessarily carried on in the early hours of the morning and was suspended when the cars started running. The time available each night proved too short to make sufficient headway with the work, so teams and sleighs were secured and the work carried on in daylight, this proving to be the more satisfactory method.