

CANADIAN ENGINEERS AND ROAD CONVENTIONS.

That for years to come highway problems will occupy a most prominent place in Canadian municipal affairs is a potent reason why our road engineers should take cognizance of the road conventions that are being held within attending distance. The American Road Congress in Detroit this week has gathered from far and near the pioneers of scientific road construction in America, and their views and experiences as related in the discussions following the numerous papers presented, cannot be surpassed in value as enlightenment on the many factors upon which such work is contingent.

Another convention that should receive the attention of our men in highway engineering is that of the American Road Builders' Association, to be held in Philadelphia in December. A tentative programme of this Good Roads Congress appears in another column, and further information respecting the plans for it will be published shortly.

The Ontario Good Roads Association passed a resolution worthy of note last week, deciding to extend to the American Road Builders' Association an invitation to hold its 1914 convention in Toronto. The invitation will be delivered in person by the president and secretary at the coming convention in Philadelphia.

If it meets with acceptance, Canada should at once prepare to show the American Road Builders' Association the immensity of the Canadian road problem, coupling with it a well-defined policy showing how its many difficulties are to be overcome.

Canada's road problem is merely a revised version of the same questions that have been before the highway officials of other countries, and that, in many instances, are still pending solution. Chief among the influences retarding a settlement by standardization of road construction has been the introduction of faster and heavier vehicles. Practically all countries are of an opinion concerning the certainty of the change which methods of road construction must shortly undergo, to meet the motor-driven vehicle as a successor to the steel-tired horse-drawn vehicle. More up-to-date systems of road engineering must be adopted if the expense of maintenance is not to become excessive.

But until the battle for supremacy between the new and the old has been fought to such a stage that the engineer may be justified in practically eliminating one of them from consideration, there will be no standard road or pavement. Before the advent of the automobile there was a single class of traffic, varying only in intensity. Since then motor-driven vehicles equipped with rubber tires have destroyed the old standard construction to such an extent that ordinary macadam is not likely to regain the place it held as a satisfactory type of road for general use.

Thus the problem has resolved itself into a selection, for each particular piece of road, of the type that will serve local conditions best. This requires a highway engineer to have a very comprehensive knowledge of the characteristics of all pavements in use, since there is no standard for his guidance.

Such considerations as these should emphasize the advantages to be derived from a participation in the proceedings of the road conventions.

RE PROPOSED CANADIAN INSTITUTION OF MUNICIPAL ENGINEERS.

An informal meeting of the engineers attending the Canadian Public Health Convention at Regina was held on Friday, September 19th, to discuss the question of forming a Canadian Institution of Municipal Engineers.

Mr. Wynne-Roberts (Regina), the convenor, submitted the correspondence which he had with several engineers, the great majority of whom approved of the idea. Letters had been received from city engineers located in many parts of the Dominion. Those from Toronto and Winnipeg were not favorable, but those from Edmonton, Regina, Battleford, Vancouver, London, New Westminster, Calgary, St. John, N.B., Halifax, Ottawa, Fort William, St. Catharines, Glace Bay, C.B., Peterborough, Guelph, Sydney, N.B., and Hamilton were favorable. Some desired more information. Representatives from Battleford, Saskatoon, Prince Albert, Swift Current and Toronto, who had not already written expressing their views, were present and verbally stated their opinions.

After fully discussing the matter from various viewpoints, it was unanimously resolved: "That this meeting of the engineers present at the Annual Convention of the Canadian Public Health Association, held in Regina, after considering the question and perusing the letters received from city engineers in various parts of Canada, is of the opinion that it is desirable to form a Canadian Institution of Municipal Engineers, and that a Provisional Committee be appointed to enquire into and adopt the most advisable steps for its formation." The names of the committee members will be published later on, after their individual consent to act has been obtained.

EDITORIAL COMMENT.

If properly carried out, Calgary's intention of planning street grading to meet requirements of several years to come, so as to keep well ahead of civic improvements, will save the city a lot of money. This desirable policy will enable the laying of water-mains, sewers and street paving to be executed without apprehension of early subsequent disturbance, and it will also obviate alterations to residential property occasioned by the cutting down of grades, in connection with pavement work. The city requires much grading work to be done in places, and the step which the City Commissioners are taking is a matter of great permanent importance to property holders in particular, and the citizens generally.

Especially in the case of street pavements, we hear so much of their disturbance for the laying of water-mains, etc., that the plan which Calgary purposes to follow should be considered by every city and town in Canada, and it seems practicable enough to be continued if once established.

CORRECTION.

In Mr. V. J. Elmont's paper in last week's issue, the table on page 486 is not explicit without further explanation. The bending moment values are arranged ver-

tically under the different values of $\frac{x}{1}$ and horizontally

opposite the different values of $\frac{y}{1}$. In the table also,

"o.x" simply means "o."