

The Canadian Engineer

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GOOD ROADS CONVENTION, TORONTO, 1915

SYNOPSIS OF PAPERS AND DISCUSSIONS PRESENTED AT THE SECOND CANADIAN AND INTERNATIONAL GOOD ROADS CONVENTION, MARCH 22nd TO 26th.

THE road meeting that was held in Toronto last week was a combination of exhibition and convention, there being machinery and material exhibits in one section and a presentation of papers and discussions in another. In *The Canadian Engineer* for March 25th a brief description was given of the exhibits. The following pages are devoted to a summary of the addresses, papers and discussions.

One very unfortunate circumstance in connection with the convention was the absence owing to illness of Mr. W. A. McLean, chief engineer of highways for Ontario, and President of the Dominion Good Roads Association.

The opening session was devoted to addresses from notable men in public life, all enthusiastic with respect to the wave of activity that is sweeping over the Dominion in the interests of good roads. Hon. J. S. Hendrie, Lieutenant-Governor of Ontario, in his remarks of welcome, predicted the inevitable advance of good roads throughout the province. He referred to the first large undertaking, the Toronto-Hamilton Highway, as an example to be followed in other sections of Ontario.

Hon. Finlay G. MacDiarmid, Minister of Public Works for the province, called attention to the variance of conditions to be met in different countries with respect to the road movement. He referred to the general sparsity of population when compared with the density in Europe. In this respect the position of the province was different even from that of states to the south of us, where area is more limited and finance more or less unlimited. He reviewed the educational work which has been done and the need for discussing ways and means for the most careful expenditure of public moneys. In this respect he emphasized that the present was not a time for excessive expenditure. He referred also to the wealth of literature upon the subject and pointed out its great value to all interested in better transportation.

Mr. T. L. Church, mayor of Toronto, referred to the government expenditures for railroads vs. expenditures for public highways. He mentioned the York County Highway Commission as being the first organization around Toronto for the betterment of roads. He expressed himself strongly of the opinion that any road movement should be taken entirely out of politics and put upon an independent footing,—so broad is the question.

Sir Edmund Walker, president of the Canadian Bank of Commerce, compared the function of the public highway with that of the railway and canal, as a complement of the transportation system of the country. In the

matter of maintenance, he called attention to the distribution of cost and expressed himself of the opinion that cities should be involved in the maintenance of roads for certain areas outside their boundaries; that is, for suburban roads. It was very necessary to arrive at once at a fair basis of cost. Then both city and country people will not hamper by complaints a speedy accomplishment in this regard.

Mr. J. E. Sanderson, president of the Ontario Good Roads Association, welcomed the delegates from the other provinces and from the United States.

Hon. J. A. Tessier, Minister of Roads for Quebec, was unable to be present, and Mr. B. Michaud, deputy minister, spoke in his stead. He explained the outstanding differences that existed between good roads administration in Quebec and in Ontario. He outlined the important features of the road movement in his province. He drew comparisons between good roads and advanced civilization; between poor roads, poor fences, poor houses, etc.; between improved roads, improved schools, etc.

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Road Construction in New York State.

By George C. Diehl, Engineer of Erie County, New York State.

The speaker gave the mileages of different roads to be found in the State of New York. In all about fifteen types are under service. The outstanding features of the construction of each were enumerated. In the concrete roads a mix of 1:1½:3 was used. A 5-inch concrete base supported the brick roads. The waterbound macadam roads had a 5-inch foundation. The bituminous roads and sheet asphalt pavements were similarly described. It was pointed out that in the former the same size of stone was used in the mixing method as in the penetration method. Stone block was used in hilly sections of cities and villages. Wood block was used for bridge work chiefly. Asphalt block was used in certain cities, towns and villages. Brick was used where excessively heavy traffic warranted the expenditure. Where concrete was laid, there was for the most part light travel. Attention was paid to careful drainage, and to the suitability of the sub-soil. The bituminous roads were laid on highways with light automobile traffic. The speaker referred to the laying of concrete and waterbound macadam in outlying districts with a view to noting improvements in traffic.