The Canadian Engineer

ESTABLISHED 1893.

ISSUED WEEKLY in the interests of
CIVIL, MECHANICAL, STRUCTURAL, ELECTRICAL, RAILROAD, MINING, MUNICIPAL, HYDRAULIC, HIGHWAY AND CONSULTING ENGINEERS, SURVEYORS, WATERWORKS SUPERINTENDENTS AND ENGINEERING-CONTRACTORS.

Present Terms of Subscription, payable in advance.

Postpaid to any address in the Postal Union:

One Year	Six Months	Three Months
$3.00 (12s.)	$1.75 (17s).	$1.00 (4s.)

Copies Antedating This Issue by More Than One Month, 25 Cents Each.
Copies Antedating This Issue by More Than Six Months, 50 Cents Each.
ADVERTISING RATES ON APPLICATION.

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Address all communications to the Company and not to individuals.

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The Canadian Engineer absorbed The Canadian Cement and Concrete Review in 1910.

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Changes of advertisement copy should reach the Head Office two weeks before the date of publication, except in cases where proofs are to be submitted, for which the necessary extra time should be allowed.

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Printed at the Office of the Monetary Times Printing Company, Limited, Toronto, Canada.

Vol. 25. TORONTO, CANADA, SEPT. 25, 1913. No. 13

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POINTS IN CHOOSING A PAVEMENT.

The information which *The Canadian Engineer* has accumulated, respecting the various types of pavements that have been laid in Canadian cities, forms the basis of an article appearing in another part of this issue. The data show a marked tendency toward greater uniformity in the use of pavements for special grades of traffic, and they also show that the question of traffic has been receiving more attention and scientific investigation during the past several years than had hitherto been given it, in the selection of pavements.

The opinions which our city engineers have expressed are of great value in that they are based upon constant personal observation. Where these opinions differ materially from the general conclusions at which highway officials in other countries, and even in other cities of our own country, have arrived are instances which are sources for information of particular value, and which bear out well the old-established belief in experience as the best teacher, though in many cases the most expensive.

That these general conclusions respecting paving practice at home and abroad are subject to modification for any city's particular requirements, does not entirely explain the wide diversity of opinion which still exists throughout the country concerning the pavements that are being used. Although Canada's expansive territory is subject to a considerable range of climatic conditions; to a varying quality in materials, and to a changing and varied collection of vehicular traffic, these factors are not sufficient in themselves to prevent the crystallation and adoption of a more uniform and a more scientific pavement selection than the actual results indicate from practice in the past.

Not that absolute uniformity is desired. *The Canadian Engineer* is not an advocate of hard-and-fast rules in the matter of street paving. Newer methods and materials are being continually introduced, and the trying-out process is slow. But there are many pavements that are well-established and do not belong to the novice class, and the evidence that among them there are pavements that have not been properly chosen in some cases points to towns and smaller cities the wisdom of careful selection. The durability of a pavement has one unredeeming feature, in that it does not furnish an early opportunity for the laying of a more appropriate pavement if a desire for such may develop.

Other characteristics besides durability enter most paving projects. Quietness is desired in residence sections, and on streets lined with office buildings. Sanitariness is desirable on all streets, and the street cleaning department of a city should be shown consideration where possible in the selection of pavements. The quality of unslipperiness is often at variance with the nature of the surface which assures other desired characteristics. Especially in cases of intersections busy with light and speedy traffic, and on ungraded streets, slipperiness is a most undesirable feature. Qualities such as the radiation of heat, reflection of light, emission of unpleasant odors and other factors which concern the pedestrian and the adjoining residents, are also worthy of some consideration.

Further, some pavements, though quite satisfactory when new, may be subject to a wear of such a nature as to render them wholly undesirable, long before they are in such an advanced state of wear as to warrant their being torn up and replaced.

These and other factors influence the choice of a pavement, some lightly, some considerably, depending