

ROAD DRAG COMPETITION

RULES for the road drag competition for the year 1918 have been announced by the Saskatchewan Roadways Department. One important innovation will be noticed. The automobile clubs and good roads associations of the province, which have already done so much for the promotion of good roads, are now, at their own request, being invited to take a practical part in the work of maintenance by entering the competition on the same terms as the rural municipalities.

Rules Governing the Road Drag Competition, 1918

1. The competition is open only to the councils of organized rural municipalities, duly affiliated automobile clubs and duly organized good roads associations. Entrants will be grouped together in such manner as to form districts with from ten to twelve competitors each.

Dragging started officially on June 1st and will end September 30th.

2. Only one entry will be allowed from each municipality, automobile club and good roads association. The entry of automobile club or good roads association must be accompanied by the approval of the municipality in which they are located.

3. The road to be entered must be at least two and no more than six miles long.

4. Any road which was entered in one of the former competitions will not be accepted for entry this year.

5. Roads entered in the competition must be a continuous grade. New roads to be built this year will not be accepted for entry. Roads graded in former years may be regraded and will then be eligible for entry, but such regrading must be finished prior to June 1st.

6. Every competitor is to put a sign on each end of the road bearing the following legend: "This road is entered in this year's road drag competition."

(The Department of Highways will supply, free of charge, to such competitors as apply for same, the necessary signs printed on heavy cotton.)

7. The competing roads must be kept clear of weeds and all manner of growth from ditch to ditch, very short grass between grade and ditch excepted.

Must Make Monthly Returns

8. Returns on forms to be furnished by the Department of Highways must be made regularly every month, and not later than on the date printed at the bottom of the form. They must be filled in complete by both operator and secretary. If the returns are withheld until the end of the competition and then sent in a bunch, or if no returns at all are sent, the competitor who in such manner disregards this rule will be disqualified thereby.

9. The prizes to be awarded in each district will be as follows: First prize, \$150; second prize, \$125; third prize, \$100; fourth prize, \$75; fifth prize, \$50.

10. The roads of the first prize winners in all districts will be inspected again after the regular prizes have been awarded, and of these roads the one that is adjudged best will receive a grand prize of \$250, the second best will receive a grand prize of \$150, and the third best a grand prize of \$100.

11. All the above prizes will be paid in the following proportion: 75 per cent. to the competitor winning a prize and the remaining 25 per cent. to the winning operator. This applies to both regular and grand prizes.

12. The competitive roads will be inspected from time to time during the season, and the condition of the road

at the time of entering, the character of the soil, the amount of traffic and other general conditions affecting it, and the state of the road during the season and when the competitions close, will be taken into consideration in awarding the prizes.

13. The judging will be done by points and the awards of the prizes will be made by disinterested judges appointed by the department, the decision of the judges being final.

14. Roads will be judged along the following lines: 1, Condition of road before dragging starts; 2, nature and formation of soil; 3, length of road. During season: 4, improvement of road in (a) crown, (b) hardness, (c) smoothness; 5, condition of ditches; 6, freedom from weeds; 7, general appearance. End of season: 8, value of returns.

15. No withdrawal of a road will be accepted after June 1st, 1918.

GOOD ROADS ASSOCIATION FOR OTTAWA

ANNOUNCEMENT has been made that in the very near future an Ottawa and District Good Roads Association will be launched. In view of the increase in motor traffic and the success which has attended the Ottawa Motor Club, it is thought that the time has arrived for the organization of a district association whose main object will be the promotion of good roads in that section. So far, most of the responsibility in this connection has fallen on the shoulders of the Ottawa Motor Club officials. In Western Ontario and other parts of the country there have been formed, in addition to the automobile clubs themselves, associations which must link up with autoists in encouraging the work of road construction and maintenance. Ottawa has determined to follow the example of her western friends and the suggestion was discussed last week by President Ahearn, Vice-President Jarman and other officers of the Ottawa Motor Club.

Farmers from the surrounding district will be invited to take part as they, too, will share in the benefits accruing from the policies of road improvement to which the Ontario and Quebec governments are committed.

What is said to be one of the largest hydraulic turbines yet built, is to be installed by the Hydraulic Power Co., of Niagara Falls, N.Y. The normal operating conditions for which the turbine has been designed are as follows: Heads from 213 to 214 ft.; speed, 150 r.p.m.; discharge, 1,500 cu. ft. per second; capacity, 37,500 h.p. The turbines which will be built for the Chippawa development on the Canadian side of Niagara, will have a capacity of 50,000 h.p., but will operate under higher head.

There is urgent need for a definite stocktaking of the commercial timber and pulpwood now available. Mathematical accuracy is not essential, but sufficient cruising and gathering of data should be completed to permit of reliable estimates being made. Such work has already been done by the Commission of Conservation in British Columbia. Similar work will be done in Ontario as soon as the funds are available and the necessary organization has been completed. Then, too, the provincial government of New Brunswick is engaged in making such a survey. As yet, however, only a partial methodical stocktaking has been made of the available pulpwood supplies of Quebec. Quebec has, however, the most important pulpwood area in Canada. The transportation facilities of the province, both natural and artificial, are excellent for the delivery of pulpwood and pulpwood products on the important markets in America and England.