

George Henry, M.P.P., representing the Ontario Good Roads Association, said that when we get back to normal conditions we will need every agency for the development of the country, and that no agency would be so important to mankind generally as the public highway. Mr. Henry explained that the reason for the absence of Mr. Wheelock, the president of the Good Roads Association, was that the latter had but recently lost his eldest son, a member of the Royal Flying Corps.

Difficult to Maintain Roads in U.S.A.

Col. Sohier explained the difficulties of maintaining roads in the United States under war traffic. He said that he had made the suggestion that all the highway commissioners get together and decide what roads are the important ones, what roads should be built and what roads maintained. At present there are ten different departments in Washington which have to be considered in connection with any road work. He needs a large quantity of road oil very urgently, and so far has been able to get only fifteen carloads. His roads will be ruined if he does not get the oil, he said. Sixty-eight men from his department have enlisted or have been drafted for the army and navy.

L. B. Howland, who was re-elected president of the Canadian Automobile Association, and R. T. Kelley, president of the Board of Trade of Hamilton, also spoke very briefly.

Moving pictures of the Columbia Highway were shown Thursday morning, followed by an illustrated lecture on drainage by Jas. H. MacDonald. Ninety per cent. of all the trouble with roads to-day is due to the lack of intelligent drainage, said Mr. MacDonald. Countless evils result from the lack of proper knowledge of this subject. He showed a number of views of the roadways in his state under spring-time flood conditions. The photographs proved conclusively that road building in Connecticut requires a knowledge of drainage. The speaker dealt

briefly with the various salient features of the subject. Certain principles of road building had been standardized and were the best to follow. With the aid of the slides, he illustrated the primary steps in road-building. The hog-back road was shown to be dangerous and expensive. The old-fashioned, rubble centre drain had been found by the speaker to be unequalled for all practical purposes. Blind drains, in his judgment, were very inefficient. Proper water breaks, the prevention of warts, and the most effective methods of widening narrow and uneven roads, were among the matters he discussed. The practical value of the rim-edge, cobble gutter was shown.

The three great ideas in drainage, said the speaker, are to get the water off the roads, to get it out of the roads, and to keep it away from the roads. Lack of proper drainage of the subgrade caused much damage, being responsible for cracks and other evils. Mr. MacDonald described in detail the building of a Telford roadbed, which, he claimed, is in his opinion the best type of construction, and one which would last for centuries.

The discussion of Mr. MacDonald's paper was adjourned until the afternoon session in order to permit the executive of the association to motor over the Toronto-Hamilton highway to Burlington, and to be the guests of the Hamilton Board of Trade at luncheon.

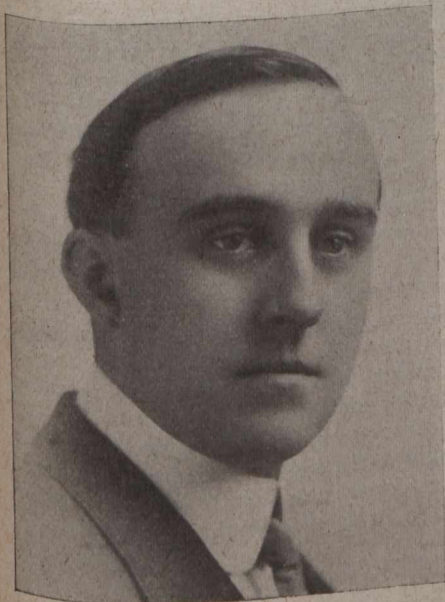
B. Michaud opened the discussion on Mr. MacDonald's paper at the afternoon session. He asked whether there is any road so good as the Telford, but cheaper. Mr. MacDonald advised making use of the material nearest the district in which the road is to be constructed.

Canada Should Benefit by U.S. Mistakes

Mr. Fraser, of Quebec, asked which is the better, the side or the base drains. Mr. MacDonald replied that the base had proven to be the better.

Mr. MacDonald stated that of all the roads and bridges in the United States, there are not 10 per cent.

Executive of the Canadian Good Roads Association



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