

Editorial

STANDARDIZING WOOD BLOCK PAVING SPECIFICATIONS.

Last year a committee was appointed by the American Wood Preservers' Association for the purpose of collecting and compiling all specifications and definitions covering wood block paving and to recommend such revision as may be necessary and present for insertion in the Manual. This committee was furthermore instructed to prepare a specification for the treatment and laying of creosoted wood blocks. The committee confined its specifications to the superstructure of a roadway or floor and included the surfacing of the substructure, the cushion, the blocks and filler.

It had on its representatives of the following associations: American Wood Preservers' Association, American Society of Municipal Improvements, American Society for Testing Materials, American Society of Civil Engineers, American Railway Engineering Association and the Southern Pine Association. The object was to endeavor if possible to have the committees who were working on wood-block paving specifications present identical specifications to their respective associations. In this success was attained, the members of each of the committees agreeing to present identical specifications on timber, size of blocks, treatment, handling after treatment and inspection.

The adoption by these various associations of uniform specifications is undoubtedly a step in the right direction.

THE PUBLIC AND THE HIGHWAY ENGINEER.

The season of the year is here when the many problems connected with the design, construction and maintenance of our highways force themselves upon those who are directly and indirectly concerned.

During the next few months a number of organizations, the principal object of which is to further the interests of good roads, will hold their annual meetings.

This week the Ontario Good Roads Association is holding its annual meeting in Toronto. At this meeting representatives from all parts of Ontario gather and discuss various phases of highway engineering.

From March 27th to 30th inclusive, under the auspices of the Ontario Department of Highways, a most important conference will be held. This conference will concern itself more specifically with the administrative and practical side of road building and is bound to be of great assistance to all those engineers and superintendents who are fortunate enough to be present and take part in the discussions.

The Fourth Canadian and Dominion Congress is to be held at Ottawa from April 10th to 14th inclusive. This convention, in turn, whose object is the spreading of the gospel of good roads, makes its appeal to a wider circle, attracting delegates from practically all over Canada and also the United States.

It is gratifying to find such an intelligent interest being taken in the work of such organizations as those

named. They do a general educational work and make a real contribution toward a more intelligent and genuine spirit of co-operation between the layman and the highway engineer who is more directly concerned with the actual design and construction of the roads.

Highway engineers, because of the nature of their work, are brought more prominently before the public than engineers engaged in many other lines. At least it is probably true that more people are interested in road work than in the majority of other public enterprises, for the reason that all have occasion to use the highways. The condition of the roads in any community is generally a matter of personal concern.

The work of the highway engineer is more often the subject of discussion than are other branches of engineering. Such discussion is not always intelligent and there is much need for a great deal of activity on the part of highway engineers and organizations such as those referred to, in bringing this branch of engineering work before the layman in such a way as to make clear some of the points upon which he might be better informed.

Whatever can be done in the direction of molding public opinion to support wise plans and defeat unwise ones will be a service to the public as well as to the profession of highway engineering.

WORK OF THE ADVISORY COUNCIL FOR SCIENTIFIC AND INDUSTRIAL RESEARCH.

The Advisory Council for Scientific and Industrial Research, of which Dr. A. B. Macallum is chairman, has just issued a very important review of the subject, following a conference which was recently held in Ottawa. Some forty projects, each bearing on vital phases of scientific conservation and development of Canada's natural resources, have been submitted to the council.

Some of the larger projects now in view include a comprehensive industrial census, the training and utilization in industrial establishments of "efficiency experts," the creation of technical laboratories under State co-operation at the great industrial centres to give free help to manufacturers in solving their problems, the utilization and development of the latent fuel resources, particularly of the Prairie Provinces, and the preservation of the diminishing timber resources of Eastern Canada.

The council will issue questionnaires to the manufacturers, the technical societies, the various government departments, and the universities of the Dominion, asking for information with reference to the laboratories and various other agencies of research now in operation in the Dominion; the men now engaged in or available for research work; the raw materials required for our industries; the by-products produced but not at present utilized; and other matters required in the development of its work. In securing this information the council will work in close co-operation with the manufacturers' associations and the various technical societies of the Dominion. It is expected that the replies to the ques-