

ROAD FROM WINDSOR TO MONTREAL.

A conference in the interests of a permanent highway between Windsor and Montreal, and more particularly between Belleville and Prescott, was held on Aug. 17. The meeting was attended by the mayors of towns and reeves and deputy reeves of municipalities along the proposed route.

A motion was carried to memorialize the Ontario government to build a permanent road between Windsor and the eastern boundary of the province along the present highway.

THE BITUMINOUS CARPET.

There are many old waterbound macadam roads which it is sought to utilize, and which are being reconstructed. Recourse is now being had to certain means of utilizing the old and prolonging the life of the new. Waterbound macadam offers but little resistance to automobiles, but stands the traffic of steel-bound vehicles very well. To make them serviceable for either class of traffic we now cover them with a bituminous carpet. These carpets have a short life, they last about three years, but they cost less than the wearing courses previously mentioned, and by means of them it is possible greatly to prolong the life of the waterbound macadam wearing course on which they are employed. It is unnecessary to say that this covering should only be used on a macadam wearing course, constructed with stone of sufficient resistance. This covering may cost from \$1,500 to \$1,800, as the case may be, which brings the annuity to about \$500 or \$600.

In this case the patrol system may be employed if the macadam is of first quality, and may prolong the life of these coverings considerably, thus diminishing by so much the annuity. These bituminous carpets on macadam are to be recommended when the sum of the cost of patrolmen and of the annuity, is not more than it would be with a more expensive wearing course.

There are numerous examples where such is the case. Leaving aside other processes destined to increase the duration of macadam, such as the use of heavy oils, the effect of which is still less durable, but of which the price is relatively lower, leaving aside the sprinkling with light oils, the aim of which is specially to lay the dust, let us come to a general conclusion.

When the nature of a road has been determined as well as the weight of traffic which it is destined to support, it is desirable that it should be possible to calculate for it the cost of the ton mile already referred to. Unfortunately there is still a considerable lack of necessary data for solving this difficult problem.

It would be therefore most desirable that data should be collected in regard to the following:

1st.—The cost of maintenance of the permanent part of roads, indicating in each case whether the land is hilly or flat in nature.

2nd.—The life of different wearing courses without patrol maintenance, specifying in each case the nature of the wearing course, and indicating if the foundation is of good quality, indicating also the importance and nature of the traffic.

3rd.—The prolongation of life that the patrol system is liable to give to different wearing course, and the cost of the system in each case, the cost of the maintenance of the permanent part being left aside, and indicating at the same time the nature and the importance of the traffic.

With such data it would be easier for engineers to make a more judicious choice of wearing courses.

C. P. R. AND RETURNED SOLDIERS.

Contracts for 25 sets of farm buildings, together with the breaking of 40 acres on each farm, have been let by the Canadian Pacific Railway. This settlement is to be known as the "Van Horne Colony," after Sir William Van Horne. Each farm will consist of 160 acres, and on each will be built a dwelling, a barn and a machine shed. The farms will also be fenced. Work on the breaking, which represents 1,000 acres on the 25 farms, has already been started. The land will be sold to returned soldiers. Lord Shaughnessy, the President of the C. P. R. in a recent interview with the London Times said that the company were preparing 1,000 farms for the returned soldiers.

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