

CANADIAN GOOD ROADS CONGRESS

(Continued from page 430)

At 1 p.m. the annual meeting of the Canadian Automobile Association was held, with L. B. Howland in the chair. Mr. Howland stated that since the last annual meeting, the number of automobiles in use in Canada had increased by 100 per cent. With over 200,000 cars in operation, Canada to-day ranks third among all the countries in the world in regard to the number of motor vehicles owned and operated.

Col. William D. Sohler, chairman of the Massachusetts Highway Commission, said that he had found the co-operation of the automobile associations the greatest single asset in making progress in the road movement.

May Establish Auto Freight Depots

Arthur H. Blanchard, consulting highway engineer of New York City, urged that in making traffic regulations in Canada, there should be kept in mind the importance of the problem of motor freight traffic on the highways. "That," said Mr. Blanchard, "is an even more difficult question than the regulations for the passenger traffic. We have in New York State a committee which is composed of some of the most prominent authorities on highway work, who are planning uniform regulations for all cities for motor freight traffic.

"We in New York are also deeply interested in what is called 'the return load guarantee,' whereby arrangements can be made that freight autos can be assured a return load from the point of delivery of the original load. This guarantee reduces the cost of freight traffic. For this purpose we would have to have auto freight depots where loads can be called for and delivered. At present, however, we have not gone beyond the stage of investigation and plans."

W. A. McLean stated that there are about 80,000 automobiles in Ontario to-day, of which number approximately 5,000 are trucks and lorries. The business men of Ontario are using 14,000 cars and about 20,000 are used by the skilled tradesmen, carpenters, plumbers, etc. Therefore fully 39,000 of the 80,000 motors in Ontario to-day are used at least in part for business, and no doubt a great many of the other 41,000 also are frequently used for business purposes.

Predicts Main Trunk Lines for Freight

"Among the cities in Ontario which have been neglected so far as good roads are concerned," said Mr. McLean, "is Ottawa." He promised that Ottawa will be one of the first cities to receive consideration when the provincial programme for an extensive good roads system is carried out.

James H. MacDonald predicted that in time we will require main trunk lines reserved solely for carrying freight. "Therefore, in constructing roads like the Toronto-Hamilton Highway," said Mr. MacDonald, "you are building better than you know."

Col. William D. Sohler, chairman of the Massachusetts Highway Commission, was the first speaker of the Wednesday afternoon session. An abstract of his address on "The Efficiency of the Highways in the Present Transportation Difficulties," appears on page 444 of this issue.

Col. Sohler was followed by Lieut.-Col. W. G. MacKendrick, D.S.O., president of the Warren Bituminous Paving Co. of Ontario, who delivered an address on "How the Good Roads of France are Helping to Win the War." Col. MacKendrick is the director of roads of the Fifth British Army. He is in Canada for a short time

on special furlough. An abstract of Col. MacKendrick's address appears as the leading article of this issue.

"English and American Practice in the Construction of Tar Surfaces and Pavements" was the subject of an informative address by Prof. Arthur H. Blanchard, consulting engineer of New York City. Mr. Blanchard's lecture was illustrated by a large number of lantern slides. He said that the people of the United States now realize that the solution of their transportation problems depends upon the highways. He expressed regret that chaos reigns in the United States in respect to highway transportation, construction and maintenance, but stated that the efforts of the various semi-public organizations are now bearing fruit, and Congress will no doubt place the control of this part of the country's war work in charge of one department.

F. Howard Annes, of Whitby, Ont., spoke on "Highway Widths." Mr. Annes' speech is published on page 437 of this issue.

"The Border Is Still There"

The annual dinner of the association was held Wednesday evening at the Royal Connaught Hotel. The vice-president, S. L. Squire, who was later elected president for the ensuing year, acted as toastmaster.

W. A. McLean proposed the toast to "Our Guests." James H. MacDonald replied in a most eloquent, patriotic and inspiring address. Mr. MacDonald incidentally complimented the city of Hamilton upon its drainage system, which he said is most modern. Mr. MacDonald is an accomplished orator and he was called upon to speak upon every possible occasion, as his talks were all much enjoyed.

B. Michaud, deputy minister of Highways for Quebec, explained how the road policy of his province differs from that of Ontario. "We built the trunk roads and supplied the money for the local roads," said Mr. Michaud. "Perhaps a better way is the way which the people of Ontario have chosen. Here you have studied the conditions, prepared the assessments, etc. That is, you have first consulted your resources. We could not do that. We could not classify the roads upon a scientific basis. We had no time to do so, as we wanted the roads at once. We built five trunk roads amounting to 300 miles, and we have a sixth one under construction which will be completed this fall. During the past few years we have spent about \$18,000,000 on roads. In making this expenditure, our thought was not only of Quebec, but of all Canada. We thought of the Canadian transcontinental highway. Even our municipalities built roads which are ready to form a part of such a transcontinental highway. We have built roads to the boundary of Ontario. We are at your door, at the border of your province, but so far as roads are concerned, the border is still there."

"Old Dammit" Back Again

Lieut.-Col. W. G. MacKendrick explained the engineering vocabulary which is necessary in handling 12,000 men in constructing military roads. He said that he started out early every morning inspecting his road work, making upwards of forty calls a morning, and that he frequently had occasion to use an expression that he had learned some years ago when on railway construction work. Last summer he was ordered for a time to the Ypres salient. While walking along a railway track the first morning after his return to his former section, he passed two privates of his old labor battalion. "Hi say, 'Arry," called the one to the other, "'eres old Dammit back again."