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PUBLIC HIGHWAYS

MAINTAIN ROAD AFTER BUILT

Improper Methods Have Placed Economical Types in Disrepute, Says Colorado Expert.

Prof. E. B. House of the Colorado Agricultural College is a firm believer in the importance of maintaining a road after it is built. He supplies the following, taken from The Engineering News-Record, and says of it "it is so true and hits the nail so squarely that I quote it direct":

"The tendency in road improvement is to select types of roads which require very little annual maintenance. The general feeling among laymen seems to be that when a road surface requires some annual maintenance to keep it in good shape, it is an expensive type and should be avoided. Yet, if the interest on investment and the repairs are taken into consideration, the cheaper wearing surface may in many cases prove to be the more satisfactory and economical.

"It is not uncommon to see roads of a good type constructed and then, after they begin to show signs of wear, to see them neglected entirely or some method of repair or maintenance imposed which has been found by long practice to be defective. When we see mud holes in earth roads filled with riprap, crushed stone or cinders, it is not the engineer's fault that an enormous price is paid for the repair material; the road engineer knows that proper drainage, and repairing with earth from the side of the road, are the economical methods of maintenance.

"Old gravel and macadam roads are often repaired by filling ruts and depressions with inferior material that is readily displaced by traffic or ground to dust. Bituminous surfaces are often patched, if patched at all, with loose stone or gravel, and in some



Splendid Type of Road, Well Taken Care Of.

cases with concrete. In a number of streets and roads recently inspected, brick was used to patch concrete surfaces, and concrete used to patch brick surfaces.

"When careless methods of this kind are applied to the maintenance of public highways, the result is that a good type of road is made to appear unsatisfactory and uneconomical, and road improvement is discouraged—particularly the cheaper types of improvement, which in most localities are the best if properly maintained. It is the utter neglect of maintenance and the many improper methods of repair that have molded public sentiment against types of roads requiring annual maintenance, and have led road promoters and officials to disregard many economical types."

IMPROVED ROADS IN QUEBEC

In Five Years Government Spent \$15,774,369 for Development and Improvement.

The development of good roads in Quebec is a subject at present much discussed from one end of the province to the other. In the five years from 1911 to 1916 the Quebec government spent \$15,774,369 for good roads. The following figures show the number of miles of roads systematically maintained by the municipalities of Quebec, with the aid of subsidies from the government of the provinces: In 1907, 1,000 miles; in 1909, 2,000 miles; in 1911, 8,500 miles; in 1913, 15,000 miles; in 1916, 18,000 miles. Since 1911 more than 1,214 miles of macadam and 497 miles of gravel roads have been made in Quebec.

Benefits of Good Roads.
 Good roads bring automobilists. They spend money. Good roads bring trade and increase property values. They attract homeseekers and industries.

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