

thicker than where a moderate traffic is found. Over a greater part of the paved mileage however, a type is being constructed well adapted for climatic conditions in California, and which for practical purposes is virtually a city street in the country.

A permanently hard and firm subgrade with a cement concrete base and a bituminous wearing surface of one-half to three-eighths inches, provides a highway pavement which has been tested severely here, and with great success. Such a pavement is used when there are ideal subgrade conditions and an absence of frost. Under more adverse conditions the base is thickened, and when traffic demands, a thick wearing surface of asphaltic concrete is used.

The four-inch concrete base with thin bituminous top has been open to constant and exacting traffic on a portion of the state highway for about two years without showing appreciable wear, and it appears to be good for another two years without repair.

The cost of these highways run to about twelve thousand dollars or £2,400 per mile. This seems, and is, a large amount for road building, but it must be taken into consideration that the cost of upkeep is reduced enormously compared with the old type of gravel road and they last such a long time.

Then again, (and here is where the relation between the auto and the good roads is once more evident) California has over one hundred and fifty thousand cars of all descriptions registered and paying taxes annually. Each year this number increases. In a single year motorists of California paid into the state treasury more than one million three hundred thousand dollars in license taxes. This sum reverts to the construction and maintenance of more roads, and will be increased during the years to come. As the roads are fashioned with it, new territory will be thrown open to homesteaders and agriculturists, who are more and more finding their way about by motor-car and subsequently shipping their produce to market by motor-truck.

The fine riding and good going provided by these roads is a lure to the motorists of California, and although the law requires a maximum speed of thirty miles per hour on the state highways, still fifty and sixty miles per hour is more often indulged in. This practice being dangerous in the extreme, necessitates the maintenance of squads of "motor-cops" mounted on fast motor cycles. They catch all the "speeders" they can and the fines go into the county treasuries and pay for the upkeep of the squads. Another bad practice on the part of fool-hardy drivers is the non-stopping at railroad crossings and trying to race trains to them. The death roll in California from accidents of this kind is extremely high.

SOMETHING FOR ALL.—WILLIS—"How do you stand on Sunday baseball?"

GILLIS—"I'm against it."

WILLIS—"Don't you think the people should be allowed to enjoy themselves on Sunday?"

GILLIS—"Aren't they doing it now? The rich have their golf clubs and the poor have their automobiles."—Puck.

Buildings and Builders

The "After-the-War" Policy

As far as Wellington and the immediate surroundings are concerned, the note of dismal pessimism that is continuously struck by the general public and many of those more or less connected with the building trade, is not justified by the present state of affairs.

We make this statement after a careful survey of the number of buildings put up during the last year, those at present building and those in immediate contemplation for which plans are already being got out.

Certainly on the other hand we know of lots of building propositions that are being held up until the war is over in the hopes that the price of building material will revert to normal with a jump immediately peace is declared.

It is a wonder that those who are nursing this fond delusion have ever been successful enough in their businesses to need larger buildings, for such a summing up of the future of the building problem, shows not only a lamentable want of business clear-sightedness, but also a poor appreciation of the condition of things as they will be when peace is restored.

The time to build is now, and we have consistently advocated building in the immediate present ever since the war began, and those who wish to test the accuracy of our advice in the past, can do so by comparing the cost of any building erected two years ago, with the figure that would cover the cost to-day. We were right then, and we are right now, and our advice is still to build now, for we contend that if peace were declared to-morrow, the price of material from overseas would in all probability show an advance on even present prices, for a very considerable time.

The reason is obvious, but all the same it seems to require setting out in bald language for the many who are hanging up building schemes. The few have realized the future state of affairs, as is evidenced by the amount of building that has, and is taking place, and we wish to heartily endorse the wisdom of their action, but for the benefit of the timid ones we point out some of the reasons why material is not going to drop immediately peace is declared.

When that happy event takes place, the demand for building material in the devastated area of Europe is going to be enormous, few people can conceive how enormous. It is not going to be a question of a huge building boom as we might possibly conceive it by the largest stretch of imagination of which we are capable: it is not going to be the question of rebuilding portions of towns destroyed, but it is going to be a simultaneous demand on the building material producers of the world, to rebuild hundreds and hundreds of whole towns that have been wiped practically out of existence.

This being admittedly so, what chance has our Dominion of being heard in the midst of the European clamour for goods unless our demand is backed by an equal price to that offered by Europe? And in the name of common sense which market