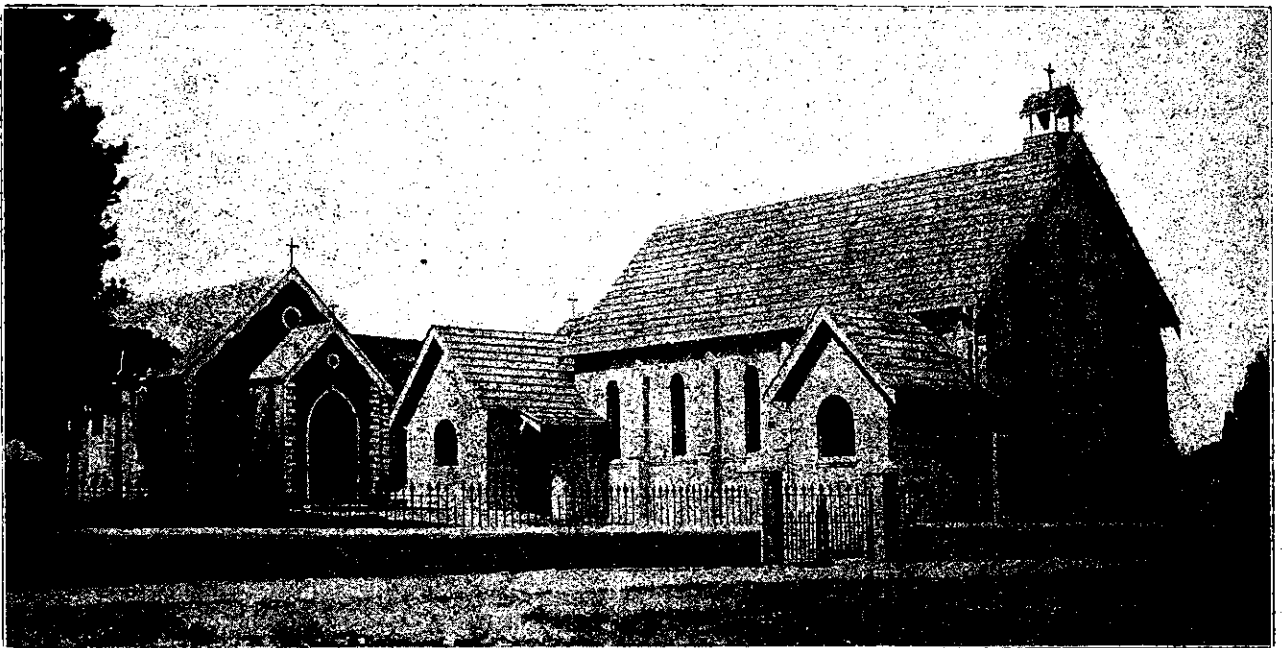


OUR CITY ENGINEERS.

**Mr. Bush, of Auckland, and Mr. Morton, of Wellington,
return to New Zealand.**

The city engineers of Auckland and Wellington have both returned to New Zealand after an extensive tour of America and England. No doubt we will benefit as a result of the enterprise of both these Council's action. It is sound policy to keep our practical men up-to-date. Mr. Bush, City Engineer of Auckland, investigated nearly all phases of municipi-

10,000 miles had been laid in concrete, while another 10,000 miles had been paved with asphaltic or bituminous surfaces. Sheet asphalt was mostly used on the city roads. The increase in motor-car traffic had stimulated road construction, and enormous sums were being expended in paving both city and country streets. There were three "ocean to ocean" high-



New R.C. Church at Roxburgh, Otago.

pal enterprise during his tour of the United States, Canada, and Great Britain, which he has just completed. Some of the matters which came under his notice in the course of these investigations, which were made at the instance of the City Council, were reviewed by Mr. Bush recently, on his return by the Ruapehu. He stated that he inquired into such questions as road construction, labour-saving machinery, municipal organisation and administration, water works, sewerage, markets, town-planning, the house problem, etc.

Discussing road construction, Mr Bush stated that what struck him most in America was the remarkable development of the great highways. Ten years ago the country roads connecting cities were practically earth. To-day it was estimated that over

ways under construction in the United States, all in concrete, and in some of the States loans of over £10,000,000 were being raised for roading development. The Federal Government had made a grant of £20,000,000 for 1920, in respect of the roads over which mails were carried.

In England, considering the deteriorating influences of the war, the main roads were in excellent condition. This was exemplified during the great railway strike, when the enormous population of the inland towns and cities depended upon motor transport for their food supplies. The country roads were principally macadam, treated with some form of tar or bituminous surfacing. In the British cities, wood and asphalt pavements were found in the shopping streets, while for those carrying the heaviest traffic,