

PROCEEDINGS OF THE COLONIAL COUNCIL FOR ST. CROIX.

(Continued from yesterday's Avis.)

4th appointed Member (Blackwood) remarked: Mr. Chairman. I asked the Public Works Officer what it would cost to build a macadamized road, he said Eighteen Thousand dollars. That's a pretty big margin. If we build a concrete road the introduction of trailers and auto trucks on the island would save the big concerns a good deal of money, because they would be having good roads to run them on. When we were operating here we prepared plans and specifications for building a road, but we were turned down; we had an estimate to spend One hundred and twenty-five thousand dollars to build a railroad and that proposition was turned down also. I am not opposing this measure, I am only showing the difference between a concrete road and a macadamized road. Perhaps a concrete road would be better, but I am thinking of what would serve the people best. From what I have read a macadamized road would be much better and cheaper. We have been spending money very liberally here and probably will have to wait a long time before we get as much. I, as a good citizen of the island, feel that I must pay taxes but I also feel that I must be given an opportunity to make the money to pay it with.

3rd Member for Frederiksted Country District (Nordby) remarked: Mr. Chairman. I have been listening to what was being said on the bill before us, and I wish to call attention to the fact that for many years past the question of good roads were being discussed in this Council. It seems that some people do not bear in mind that maintenance is the most essential part of the expenditure on a road. The other day I saw Mr. Fleming fixing a fence on his estate, he has all the materials he wants on his estate with which to build a fence, why did he order iron posts from the States to build this fence? It is because it would cost less to maintain. I take that as an example. Member Coulter says he wants to be convinced about the best road. We are part of a big nation today, we cannot stand and wait and depend on what our neighbors are doing, let us go ahead, our roads are bad, and for the sake of the maintenance, I believe and feel that a concrete road is the best.

5th Appointed Member (Lunney) remarked: Mr. Chairman. I listened to the remarks on this bill in these two last meetings, and I went to the trouble of getting advice from the cement Manufacturing Company in the States, and I have received some blue prints, and

with your permission I will read a few extracts. The Member read the following:

"The concrete road is the natural evolution of the macadam road - an evolution brought about by changed traffic conditions.

"The macadam road depended upon the abrasion of steel-tired traffic to form a limestone dust which, when wet, constituted the binder. The automobile, with its whirring rubber wheels, removes this binder and sends it off in clouds to fertilize the fields along the road. Result: the disintegration of the macadam road.

"Many other binders, such as asphalt, coal tar and other bituminous macadam, glutrin, etc., have been tried in varying success. Moisture and the swift traffic of modern times make repairs necessary soon and frequently.

"Portland cement is the most tenacious and enduring binder known today - the only one that produces a road that can readily be called permanent.

"A concrete road is high grade stone held into place, on a good, well-drained subbase, with this strongest of all known binders - Portland Cement. Finer aggregate - sand - is used to fill the voids in the coarse aggregate. Nowadays mesh reinforcing is generally used. But the kernel in road-making is the binder, and there is no substitute for Portland Cement in strength and permanence.

"Costs. A waterbound macadam road costs approximately \$1 per square yard if it is built as it should be. The maintenance cost on macadam roads in some states exceeds \$8.00 per mile per year.

"The real cost of an improvement is measured by the service which it yields in proportion to the money invested in it.

"A concrete road costs, on an average, \$1.25 to \$1.30 square yard, and maintenance costs, in sections having 50 to 100 or more miles of these roads, are below \$50.00 per mile per year.

"Costs in 5-Year and 10-Year Periods. Taking the foregoing figures, and considering that there will be no maintenance cost on concrete roads the first year, the real cost of the two roads (macadam and concrete) is approximately equal at the end of five years that is, \$13,200 per mile. It is generally conceded that a road must have a good subbase and be well drained, if it is to last any reasonable time, no matter what the type; and this expense should always be figured on.

"The macadam road with its increased maintenance will cost more every year and will soon have to be replaced. The concrete road grows stronger with age and maintenance costs are practically negligible.

"Below are some extracts from bulletin No. 136 of the Office of Public Roads,

"U. S. Dept. of Agriculture, on the subject of Highway Bonds.

"It is generally accepted that roads built with surfaces entirely of concrete or with a brick pavement and a concrete foundation are permanent.

"If the road surface is built with the proper mix of concrete and carefully placed it apparently should last indefinitely and not rut.

"The sum of \$525 per mile, on an average, should therefore absolutely maintain macadam roads if changes and increases of traffic are not excessive.

"It is clear therefore, that \$700 per mile is not an excessive estimate at present for the annual cost of all repair and maintenance of bituminous macadam roads.

"The cost of all maintenance and repair over a series of years has ranged in the past from 6 to 10 per cent of the original cost of construction on the average, and varies with the type of construction. Concrete roads and brick roads apparently are a marked exception to this rule."

4th Appointed Member (Blackwood) would like to know if the Honorable Speaker knows what a water bound macadamized road is?

1st Member for Frederiksted Country District (Andersen) said, - I understand that it means a macadamized road with plenty of oil poured upon it. That's why the Public Works Officer figures that the road would cost only slightly more than a macadamized water bound road.

1st Member for Frederiksted Town (Coulter) remarked: Mr. Chairman I agree with 3rd Member for Frederiksted Country District (Nordby) that we should go ahead instead of watching our neighbors, but in this concrete case I was referring to our nearest neighbor; the island of Porto Rico. While I certainly will not agree with any statement that we are far behind as compared with our neighbors, I certainly do not think we can claim that we are more progressive than they are in that island. I think their progress is an experience for us here. It is up to you gentlemen to prove to the people who are objecting to the building of a concrete road that they are wrong. The island of Porto Rico does not go in for concrete roads. With reference to the extracts road, may I ask what magazine that is?

5th Appointed Member (Lunney) answered: From the Alpha Portland Cement Company.

1st Member for Frederiksted Town (Coulter): It is expected that the Company will speak in its own behalf.

1st Member for Frederiksted Country District (Andersen) remarked. Mr. Chairman. At the time the military roads were built in Porto Rico concrete roads were not yet in existence; however, macadamized roads in other parts of the world are being replaced