



◎萬國工業會議列席者招待會

本年我が國で開かれた三國際會議の一つである萬國工業會議は、十月二十九日から十一月七日にかけて東京で開會された、參加國二十七海外からの列席者六百有餘名と言ふ多數を算し、日本に於ける國際會議としては空前のものであつた、此會議には道路に關する權威者も相當多いので、豫て本會では本年度事業の一つとして是等列席者を招待することに爲つてゐたが、港灣協會やら土木學會でも同様の計畫があつたので、一層二者が合同して招待する方が列席者に於て都合が可いだろうと言ふので、合同招待の議が纏

まり、十一月四日の正午會議散會後、芝田町の淺野別邸へ招待した。

列席者はフィリップ博士を始め、英のトレンチ、塙のルギ米のメリル、佛のドベルク、獨のケットゲン、英のアレン米のワデル、獨のマツチヨウス、伊のペーチン、米のリチヤーズ、支那の季、瑞のエイスロー、丁のラルゼン博士外十七名と夫れに婦人其他の帶同者を合せ百數十名の多數に上つて、三會からは六十餘名の役員が出席し一大午餐會であつた、同別邸は人も知るやうに、事業界の巨頭淺野總一郎氏が鉅財を投じて築造したもので、各室に陳列されてゐる古代からの書畫骨董は外人は勿論のこと内地人も驚くばかりの勢さで、頗る外人を喜ばした、感喜の裡に宴に移つて、三會を代表して本會々長水野鍾太郎氏は英語にて挨拶をした。

諸君

私ハ港灣協會長及道路改良會長トシ且又土木學會長田邊氏ニ代  
リテ歡迎ノ辭ヲ述ベルハ光榮ノ至リニ存シマス。

今回東京ニ開催サレタル此ノ萬國工業會議ニ知名ナル土木權成者ノ御來會チカダシケンクシタルハ實ニ日本ノ光榮トスルトコロデアリマス、此ノ會議ハ確カニ人類文化ノ進歩及發展ニ對シ異常ナル重要性ト効果トヲモタラスコトト信ジマス。斯カルガ故ニ吾々ハ諸君カ此ノ會議ヲ催ス爲ニ日本へ御光來下サレタコトヲ誇リトスルモノデアリマス。

加之會議出席ノ爲御多忙ナル折柄且又長キ徒然ナル旅行直後ニモ拘ハラズ土木學界ノ問題ニ關シ特ニ御熱心ナルカクモ多數ノ諸君ニ御拜眉申上ケルコトハ光榮。至リト存ジマス。

諸君御承知ノ如ク日本ガ世界ノ先進國ト通商シテ以來未ダラズカニ六十年ニ過ギマセン、其ノ間西洋科學、及文明ヲ採用シ爲ニ文明國ノ列ニ加ハルヲ得マシタ、爾來吾々ハ現代文明ヲ築キタル諸學者ニ對シ深遠ナル尊敬ト感謝ノ意ヲ表シテキルモノデアリマス、即チ日本ノ今日在ルハ皆カカル學者ニ負フ事ガ多大ナノデアリマス。

産業發展ニ於ケル進歩ノ基礎的要素ナル諸外國ノ發達セル且完成セル交通組織及方法ヲ採用シタルハ吾々ニトリテ非常ナル恩惠デアツタ事ハ特ニ満足トスルトコロデアリマス。而シテ日本ニ於ケル港湾、道路ノ築設及ヒ其他ノ土木事業ニ直接間接關與スル日本港灣協會、日本道路改色會及日本土木學會

ハ此ノ機會ニ際シ吾々ト此所ニ相會シタル諸君ヨリ尙一段ノ御指導ト御協同トヲ得シコトヲ切望シテヤマナイ次第デアリマス。

サテ諸君ヲ歡迎スルニ當リ申上ケルモ遺憾ナガラ實ハ相應ナル御饗宴モ致シカネマスガ、ソレハ兎角トシテマコトニ粗末ナガラ衷心ヨリ之ヲ提供致ス考デアリマス。最後ニ外國カラ御光來ノ貴賓ノ健康幸福及繁榮ノ爲メ乾盃ヲ致シ度存ジマス。之ニ對シテ外人代表者 W. I. E. Binnie 氏は、町重な謝辭

を述べ、三會の厚意を謝して二時半散會した。因に本會からは招待者に對し本會の概要を周知せしむる爲に左の概要書を配布し、所期の事業を完全に爲し遂げた。

### A General View

of the

## Rord Improvement Association

### 1. The Object of the Association.

Since the Restoration of Meiji, when the open-door policy and the progressive spirit were thoroughly established as our national policy, we have not spared our

labours in improving facilities of communications both on land and sea. We can assure you without boasting that our efforts and earnestness have shown a satisfactory and reassuring result. But our roads and ways which are the most common means of communications have been very little improved, as compared with the great advances of other means of communications towards improvement.

Our highways and byways had many points of weakness and dissatisfaction. Not only there was no governing unity of road nets, but some of them were so narrow and ill-constructed that they turned into a sea of mud and marshes as soon as there was a heavy fall of rain or snow; it was quite impossible for men and vehicles to go through the mud—a deplorable state beyond description! Even on the national roads which are the chief means of communications throughout the length and the breadth of the country, there were many places where ferry boats were the expedient and indispensable means of connecting one place with another. Moreover, in some parts, they were only six or seven feet in width; there was many a slope or a rising gradient which was

one in five and consequently proved to be a great obstacle to the men, animals and vehicles which passed there.

Such being the conditions of our national roads, it was quite natural that our government planned the improvement of roads for the first time in the 7th year of Taisho (1918), when they made an overture of the Highway Law to the 41st session of the Imperial Diet, which had for many years remained unsettled. Then they decided a definite plan of the improvement of the national roads, and also attempted to improve the prefectural roads and even village lanes. It was while they were thus doing their very best to meet the demand of the day that Mr. Samuel Hill, an American, happened to visit our country and put a great stress upon the urgent need of the improvement of our roads. He was so generous as to make a donation of a magic lantern which he had brought from home to the government in token of his hope expressed in way of the renovation of our roads. His gift gave a great encouragement to Baron Eijichi Shibuzawa, Mr. Renaro Mizuno, D. LL. and others who had the common cause with them. They started the Road

Improvement Association in the 8th year of Taisho (1919) and invited all the public spirited men to join them from all the parts of the country. They made investigations into the methods and ways of the improvement of the roads with the co-operation and assistance of the government and intended to carry out their plans at the earliest possible opportunity—thus to keep pace with the progress of the world.

2. A synopsis of the regulations of the Association.

(a) The Association which is an incorporation shall be called The Road Improvement Association. The object of the institute is to investigate into all the methods and ways of the improvement of roads, having in view the perfection of them.

(b) The head quarters of the Association will be in Tokyo, and any local branches may be created if necessary.

(c) The works undertaken by the Association are as follows:

1. The investigation of necessary matters concerning

the improvement of roads.

2. Lectures, training courses, and exhibitions about the improvement of roads will be given.

3. Books on the improvement of roads will be published and circulated.

4. Due consideration will be taken, on the part of the Association, on the questions submitted by the government authorities to the deliberations of the Association and suggestions and advices on the road questions will be made.

5. In addition to the information given in the preceding items, any sort of work will be undertaken, if necessary, to effect the object of the Association.

(d) Members. All the members, exclusive of the supporters, of the Association will be divided into

1. Ordinary members

2. Special members (those who have done great services to the institute or those who have special interest in it.)

3. Honourary members (those who have done extraordinary services to it.)

(e) Executive officials.

1. The President (elected from among the managers.)
  2. The vice-president (elected from among the managers.)
  3. The managers (voted at the councillors' meeting.)
  4. The inspectors (voted at the councillors' meeting.)
  5. The councillors (voted at the general meeting of all the members.)
- (f) The Association procedure.

The general meeting of all the members will yearly be held in spring in Tokyo when the reports of the business and the Association account will be given and the important matters discussed there.

(g) Expenses.

All the expenses of the Association will be covered by the contributions, subscriptions, donations and other income.

3. The work done by the Association.

(a) Investigations. Since the establishment of the Association, the following investigations have been made:

(1) All the plans of the improvement of the pavement of the roads in the City of Tokyo.

(2) All the plans of the improvement of the national road between Tokyo & Kobe.

(3) All the plans of the improvement of the national roads between Kobe & Shimonoseki and other places.

(4) The investigation about the conditions of the traffic on the national roads and chief prefectural roads.

(5) The investigation about the construction of pavements of the medium type.

(b) Discourses.

For the purpose of enlarging the mental horizon of the officials and party officers concerned in the art and administration of roads, four discourses have been given to an audience of some 700 all told.

(c) Public Lectures.

In order to bring the importance of the improvement of roads home to the public mind, eleven public lectures on the same subject were given in different localities. They have had a great effect on stimulating interest in the improvement of roads in more than half of the country.

(d) Publication and distribution of books.

Besides the publication of more than ten different

important reference books on the art and administration of roads, a monthly magazine, called "The Good Roads," whose subscribers amount to about 10,000 now has been published by the Association, since the 9th year of Tai-sho (1920).

(e) Members.

Ordinary members 284.

Special members 52.

Supporters 5,444.

### ◎海外派遣員中川幸太郎氏歸朝

本會海外派遣員として曩に米國に渡つた、長崎縣土木課長中川幸太郎君は、歸路を歐洲に採り歐洲諸國の道路を視察し去る十一月四日神戸入港箱根丸で無事に歸朝した。

同君は旅行中福島縣土木課長より現職に轉任し、夫れが爲に歸期早々新任地に赴き、まだ何等の報告を聞いてゐないが、近々東上して視察の概要を報告すると同時に、本誌を通じて其の詳細を讀者に告ぐることを爲つてゐる。

### ◎調査部小委員會

自動車道路と鐵道とに關し十一月二十二日調査部小委員會を開き、松木、寛、黒河内、清水、武井、新居、三浦、大木、佐藤、都筑各委員幹事出席。前回繼續調査事項につき諸報告の後、左記諸氏より各二三十分宛にわたり實地經驗談等ありて晚餐を共にし、後別室に移りて懇談的に質問交換及び各地方に於ける自動車の増加と道路難の實狀に就て各々其の見聞を述べ次回開會日等は追て通知することとし午後十時散會せり。

一 物貨の鐵道輸送と道路輸送の實際に就て

東京通運株式會社自動車部長 渡邊 夏彦

東京通運株式會社監査役 木村 弘藏

二 道路築設費と堪久年限及構造種類に就て

日本石油株式會社道路部技師長 細野 芳彦

三 カーベットコート及路面處理

日本石油株式會社道路部監理長 關根 博

四 自動車の各種構造及價格等に就て

三昭自動車株式會社支配人 上領 直朔

尙輸送能率の統計其他に就て、昭和自動車株式會社専務配川政雄氏次回委員會に出席講話の豫定。