

Town planning belongs more to the province of the engineer than to any other profession, because it involves surveys, contouring, street works, drainage, water mains, railways, water fronts, lighting, bridges, etc. The embellishments, again, are the work of the architects, landscape specialists and the artists. The fundamental necessities of a city are the arteries of its constitution, which give it life, and should be planned by engineers after careful consideration of the local circumstances. The architects and landscape specialists will add on the completion and finishing touches.

Mr. Nelson P. Lewis' concluding remark was: "If the engineer does not assume the task and show his capacity for it, he will have no one but himself to blame if others take it away from him." Canadian engineers have not yet shown much enthusiasm in this connection; up to the present the principal advocates for town planning are members of other professions.

LABOR TROUBLES AND SHELL PRODUCTION.

It seems as if German sympathizers were still making use of the United States labor unions to impede the production of war munitions in Canada and the United States. The latest development is a strike of the machinists' union in the chief machine-tool-producing centres of the United States. About ten of the largest factories for the production of these tools are situated in Cincinnati, and the machinists of that city are on strike. Cleveland, which is another important centre of this industry, is experiencing the same trouble. In the New England States, from which ten or twelve million dollars' worth of machine tools for munition work have been obtained recently, approximately three thousand men have been on strike for five or six weeks.

The Canadian Machinery Corporation has been working 22½ hours a day for the past year, and it is stated that they have sufficient orders to keep them busy at the same rate until next June or July; but their capacity, and that of The John Bertram & Sons Company, and other firms manufacturing similar lines in Canada, are said to be entirely insufficient to meet the demands without importation from the United States.

As it therefore appears unlikely that many Canadian factories will be able in the near future to increase their equipment, it is highly reassuring to note the statement made last week by Col. Frederick Nicholls, that Canada is now turning out shells at the rate of 5,200,000 per annum, but that the country has sufficient capacity to produce over 50,000,000 shells per annum.

INSTRUCTION IN THE OXY-ACETYLENE PROCESS.

At the Montreal Technical School a new night course of instruction has been established with a view to furnishing proper training in the oxy-acetylene welding and cutting process. While not a part of the regular courses, as it is in Europe and in a number of engineering schools in the United States, the study is regarded a very useful one and is well patronized.

Elementary instruction began on October 8th, a series of ten lessons, taught in English and French, with practical instruction in a workshop equipped with individual benches. An advanced course is scheduled to begin in January. L'Air Liquide Society of Montreal is bringing the course to the attention of employers and employees.

COAST TO COAST

Vancouver, B.C.—Capilano Creek has been diverted at points where it had eroded its banks and endangered water pipes and crib work along the roadway.

Prince Rupert, B.C.—A new 16-ft. plank roadway is being constructed and re-decking of several existing roadways is under way, at an expenditure of about \$15,000.

Victoria, B.C.—The Board of Trade has been considering the establishment of a copper refinery in the province, and a report from its mining committee will be forthcoming at an early date.

South Vancouver, B.C.—Sewer construction will shortly be completed for the season, and the system connected up with the trunk sewers of the Vancouver and District Joint Sewerage and Drainage Board.

Winnipeg, Man.—The Manitoba Good Roads Association awarded the first prize in its 1915 split-log drag competition to the municipality of Rosser in the earth class, and to the East Kildonan road in the gravel class.

New Westminster, B.C.—Tunnelling and pipe laying for the new trunk sewer has been practically completed, and the sewer outfall will be finished in a few days. The paving of Fifth Street and Sixth Avenue has also been finished.

Edmonton, Alta.—An offer for the supply of gas to the city at the rate of 25 cents per thousand feet has been made by J. A. D. McArthur, with whom are associated Messrs. J. G. G. Kerry, O. M. Biggar and Dr. J. K. McLennan.

Vancouver, B.C.—The Dominion government wharf will be completed in a few weeks. Several dredges operating near the Second Narrows are providing material for filling, about 60,000 yards of which will entirely complete the work.

Stratford, Ont.—A start will be made this fall on the new main sewer. The concrete tile for it, including 6,160 ft. of 36-inch, and 5,084 ft. of 48-inch concrete pipe has been completed by the contractors, Messrs. Brennan & Hollingsworth, of Hamilton.

Vancouver, B.C.—The Connaught Bridge, which was destroyed by fire last spring, will be opened for traffic in a few days. A temporary wooden span has been placed across the broken section, and a single track car line across it is now ready for operation.

Orangeville, Ont.—It is stated that the Hydro-Electric Power Commission of Ontario has purchased the dam and power development at Horning's Mills of the Pine River Light and Power Company, to be used as an auxiliary power system.

Kirkland Lake, Ont.—Mining operations, which were temporarily discontinued at the Tough-Oakes mine owing to shortage of power, will be resumed shortly. The company is now building a hydro-electric power plant on the northeast arm of the Blanche River.

Edmonton, Alta.—Steel will be laid this year on the Edmonton, Dunvegan and British Columbia Railway to a point on the south bank of the Peace River opposite Dunvegan. Steel on the Canada Central Railway has already reached Peace River Crossing.

Montreal, Que.—A party of 520 skilled workmen left last week for Russia to engage in railway construction. Mr. H. B. Ferguson, of Pauling & Company, an English contracting firm, organized the party with the assistance of the Deakin Construction Company, Montreal.