

including 25,000 instead of 30,000 machine guns and 1,700 aeroplanes instead of 2,000.

The number of railway cars to be delivered, however, is increased threefold—from 50,000 to 150,000. It is against the delivery of this amount of rolling stock that Dr. Solf, the German Foreign Secretary, he protested to President Wilson, asserting that the distribution of food in Germany to the civilian population will be greatly hampered.

Another amendment provides that "the Allies should give consideration to the provisioning of Germany during the armistice to the extent recognized as necessary."

To assure the execution of the armistice convention "under the best conditions, the principle of a permanent international armistice commission is admitted." This commission will "act under the authority of the allied military and naval commanders-in-chief."

### Ships to be Interned

An amendment to the naval clause provides that all vessels designated to be interned shall be ready to leave German ports within seven days of the signing of the armistice. Directions for the voyage (to either neutral ports or those of the allied countries to be designated) will be given by wireless.

German troops are required to withdraw immediately from Austria-Hungary, as well as from Roumania and Turkey.

Evacuation by the enemy of the Rhine lands (left and right bank) shall be so ordered as to be completed within thirty-one days in all after the signing of the armistice, instead of nineteen days.

Other amendments include "renunciation" instead of "abandonment" of the treaties of Bucharest and Brest-Litovsk and of supplementary treaties, and evacuation by all German forces operating in East Africa within a period to be fixed by the Allies instead of within one month.

## TRADE OF CANADA AND NEWFOUNDLAND

A report on trade in Canada and Newfoundland for 1917 has been prepared by the British trade commissioners in Canada, and published by the Department of Overseas Trade of the United Kingdom. Reviewing conditions during 1917, it says:—

"Statesmen and business leaders are now urging upon the manufacturers of Canada to look ahead and consider ways and means to organize for an intense production to meet requirements, when the war ceases, of the home and export markets.

"It is impossible to say exactly what effect there will be on Canadian prosperity upon the cessation of the war, but Canadian manufacturers may be expected to bring all possible influence to bear for the increase of tariffs on goods which it is anticipated that Canada can produce.

"United Kingdom manufacturers, when the war ceases and labor is once more available for peaceful purposes, should have no fear that they will not be able to regain the businesses they have been compelled to relinquish during the war, provided they maintain their system of supplying goods above reproach at reasonable prices.

"So far as the Canadian market is concerned, there will probably be large purchasing power available to absorb United Kingdom productions of a kind suitable for this country. The prosperity of Canada will depend:—

- (a) On the happy development of its agricultural and natural resources;
- (b) The extension of its home manufactures; and
- (c) The development of an export trade in goods, which the Dominion may be able to produce more cheaply and economically than its competitors.

## Letters to the Editor

### Circular Housing Plan

Sir,—It was with great interest that I read an article in a recent issue of *The Canadian Engineer* entitled "Engineering Possibilities of a Circular Housing Plan," by Mr. G. J. Lamb.

It is so refreshing to find our existing system of town development questioned and an intelligent and original effort made to suggest something better that one hesitates to offer anything but praise for a scheme which possesses so many obvious advantages over the present accepted system.

Mr. Lamb attacks the housing problem from the standpoint of the civic purse. The economic claims he makes for his plan are based, not on additional national wealth accruing from a healthier, happier and more vigorous population, but on a direct saving in the cost of public services. Briefly stated his proposals are two: First, that houses should be grouped around a circular court, and second, that public services should be supplied through a tunnel connecting one house with another. These two proposals must be treated as quite distinct and separate from one another. It is just as obvious that the tunnel suggestion can be applied equally well to houses in a circle, a straight line, or a square as it is that houses cannot only be grouped around a court when connected by a tunnel.

The advantages to be gained by grouping houses round a court are obvious at first glance. Apart from an admitted economic saving in road construction, etc., the added protection for children's play, the privacy, the seclusion for community and family life would be quite sufficient to recommend such a change in system.

The most obvious criticism, however, of Mr. Lamb's plan is that he proposes to discard one cut-and-dried system of town development for another. The dreariness of existence in the centre of a uniform, rectangular layout, extending for miles, with every street the same width, alike in every particular and all running straight to infinity, staggers the imagination. Life, however, in Mr. Lamb's town would not be free from monotony, with every street a parkway, on which no houses would appear, and every court like the last in size, shape and number of houses.

In the lives of the working world there is necessarily much that is drab, and monotonous, and much of drudgery. While a good deal can be done, and is being done, to brighten the surroundings of the worker at the factory, it is in his home life that he will chiefly benefit from a variety of interest, brightness and freedom from monotony.

Whether Mr. Lamb's plan is to be regarded strictly as a remedy for past mistakes, where the land has already been subdivided and the lots sold, he does not say. One would imagine, however, that even if this were the case, the difficulty of obtaining individual co-operation for such a transference, would be almost as great as those involved in a resubdivision of the whole tract. His suggestion that the houses be rented would pre-suppose private or public control of, at least, each court.

Taking the plan up in detail I do not understand the necessity for central cul-de-sac, or turn-around. The circular drive way, on which the houses front, would seem to provide sufficient service. Mr. Lamb devotes the whole of the centre of the court to vegetable gardens