

The following table gives the production of all kinds of rails in 1909, according to the weight of rails per yard. Street and trolley rails are included. Kinds of rails in gross tons:—

	Under 45 lbs.	45 lbs. and less than 85 lbs.	85 lbs. and over.
Bessemer rails	223,568	735,500	847,553
Open-hearth rails.....	32,290	305,684	917,987
Total in 1909.....	255,858	1,041,184	1,765,540
Total in 1908.....	183,869	688,198	1,049,544
Total in 1907.....	295,838	1,569,985	1,767,831

THE PLANNING OF A TOWN.

Canadian towns and cities have "just growed." Far too little attention has been given to topography, architectural considerations or engineering features. In our commercial haste and desires, we have given but little consideration to esthetic matters.

When the town becomes a city we form guilds of civic art, committees on street widening and improvement and committees on public parks. These public bodies outline plans and suggest improvements which cost so many thousands of dollars that the taxpayer hesitates in voting the money. Had the first town plan contained such provisions the cost would have been very small.

No extensions of a town should be undertaken except with the guidance of a plan prepared to provide for the probable needs of the next twenty-five years marking off the land needed for roads, streets, lanes, public squares and parks.

If the plan can divide the district into residential, business and manufacturing sections, so much the better. Care must be exercised so that the future transportation problem may be easily met. Quick transportation is the cry of the age. Like shuttles we are shot back and forth. Let us at the beginning provide for this.

Whether you follow the regular right-angle north and south plan, so common in this country, or the more irregular and informal plan followed by those anxious for the "city beautiful," one can always provide for the matters suggested, and we do not think any municipal council should take over new areas, new streets, unless they are planned according to a suitable general scheme.

Roads were primarily avenues for traffic; their secondary purpose is to afford building sites. They must, therefore, be considered in relation to both these functions in order of their importance.

Streets should provide easy and direct routes for traffic, and any change in direction should be made gradually so as not to impede traffic.

GOOD ROADS ASSOCIATION.

This week there is meeting in Toronto the Ontario Good Roads Association.

A country has no better asset than a system of well-designed, well-constructed, properly maintained roads, and because this association has as their object the producing of good roads they are worthy of the heartiest support.

The meetings were addressed by experts in road-making from various points in Canada and the United States. Their addresses will be widely distributed, and the result will surely be an improvement in road-building throughout Canada.

EDITORIAL NOTES.

Railway building in China has been taken up anew. Ten years ago the Chinese Government bought out the railways and tore them up, but in a time of peace the railways crept in again, and to-day China has 6,300 miles of railway in operation, with 1,700 more under construction.

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An important meeting of the members of the Engineers' Club, Toronto, will be held on Saturday, March 5th. New conditions have arisen, and it is very necessary that the present situation should be fairly met. Toronto is to-day the centre of large engineering problems and interests, and the profession should be prepared to do their share.

The Engineers' Club of Toronto

96 KING STREET WEST TELEPHONE MAIN 4977

Programme for March, 1910

THURSDAY, 3rd, 8 p.m.

"Economizers and Mechanical Draft."

Illustrated Address by Mr. C. F. Hodges, Buffalo Representative of the B. F. Sturtevant Co.

THURSDAY, 10th, 8 p.m.

"The Economical Design of Reinforced Concrete Structures."

Address by Mr. Clarence W. Noble, Consulting Engineer, Toronto.

THURSDAY, 17th, 8 p.m.

Address by Dr. J. A. Amyot, Provincial Bacteriologist. Subject to be announced later.

THURSDAY, 24th, 8 p.m.

"Railway Development in Canada."

Address by Mr. R. A. Baldwin, Engineer, Canadian Northern Railway.

THURSDAY, 31st, 8 p.m.

Meeting of the Toronto Branch of the Canadian Society of Civil Engineers.

THE EXECUTIVE MEETS EVERY THURSDAY AT 7.30 P.M.

C. M. CANNIFF, President,
Fraser Ave.

L. J. STREET, Treasurer,
209 Stair Building.

R. B. WOLSEY, Secretary,
25 Lowther Ave.

NEW INCORPORATIONS.

Haileybury, Ont.—Quantz Lake Silver Mining Company. \$500,000; W. A. Gordon, F. A. Day, C. H. Day.

British Columbia.—International Mining Company, \$1,000,000. Manquam Falls Power Company, \$100,000.

Halifax, N.S.—Robin, Jones, Whitman, Limited, \$1,750,000; W. H. Fulton, J. B. Kenny, R. W. Maclellan.

Clarksburg, Ont.—Beaver Valley Woollen Mills, \$50,000; H. Y. Telfer, Collingwood, J. M. Steel, P. Haines, Clarksburg.

Montreal.—Central Canada Power Company, \$5,000,000; J. C. Hickson, S. B. Hammond, V. M. Rury. Atlantic Sugar Refining Company, \$4,500,000; A. C. Casgrain, J. W. Weldon, E. M. Casgrain. J. Cooper Company, \$20,000; Misses E. L. A. Browne, F. Graddon, M. Hoolahan. Holland Varnish Company, \$100,000; C. G. Greenshields, E. E. Parkins, J. M. Montle. Metal-Bound Box Company of Canada, \$700,000; R. C. McMichael, R. O. McMurty, W. R. L. Shanks.