

Other results which follow the high cost of building are the location of industries outside of Toronto and the limitation of building projects. Of these the Citizens' Committee, which made a thorough study of the defects of the by-law in 1911, found a number of instances, some of which were recorded in the Memorial addressed to the Mayor and Board of Control in May, 1911.

A most deplorable result of the present objectionable by-law is the premium which, in effect, it places on non-fireproof construction. Under average conditions outside of Toronto fireproof buildings can be built for from 10 to 15 per cent. more than mill construction buildings, but in Toronto the difference in cost is from 15 to 20 per cent. Rather than pay this, therefore, owners prefer to erect non-fireproof buildings and pay higher insurance rates.

SHIPBUILDING IN 1913 IN GREAT BRITAIN.

The following table and comparisons showing the general progress in shipbuilding in 1913, and particularly the advance shown in the United Kingdom, are extracted from an article of considerable length in *The Contractors' Chronicle*:—

"For the year 1913 record productions are shown in the leading shipbuilding centres of the United Kingdom. Remarkable progress has been made in other countries, but British yards continue to provide their old-time proportion of the world's tonnage. Returns of vessels launched in 1913 show a total in number of 3,936, and in measurement of 4,267,166 tons, while there is recorded a total of 4,924,799 i.h.p. In all these figures there are increases as compared with 1912—in number of vessels 325, in measurement nearly 500,000 tons, and in machinery over 677,000 i.h.p. In the United Kingdom there were launched 1,474 vessels of 2,263,933 tons, and there were manufactured marine engines of 2,661,260 i.h.p. These figures show increases over those of 1912 of 120 vessels, 183,762 tons and 388,994 i.h.p. Of these increases the credit for the additional number of vessels is due wholly to England, and that for the increased tonnage and horse-power principally to Scotland. England produced 133 vessels, 95,071 tons and 135,460 i.h.p. more than in 1912, while Scotland produced 15 fewer vessels, but 121,523 tons and 233,485 i.h.p. more, while Ireland turned out 2 vessels more, 32,832 tons less and 20,050 i.h.p. more than in the previous year. Comparing the work of the United Kingdom with that of other nations, we find that the United Kingdom produced just about one-third of the total number of vessels, nearly 320,000 tons measurement more than all other countries combined, and nearly 420,000 horse-power more. The apparent discrepancy in the lower number of vessels is explained of course by the fact that the vessels built in the United Kingdom are of much greater average size than those built abroad. The following table shows briefly the shipbuilding work of the world for the years 1913 and 1912:—

	1913.			1912.		
	Ves.	Tons.	I.H.P.	Ves.	Tons.	I.H.P.
England ..	945	1,322,306	1,399,445	812	1,227,235	1,263,986
Scotland ..	505	809,711	1,148,225	520	688,188	914,740
Ireland ..	24	131,916	113,590	22	164,748	93,540
U.K. totals	1,474	2,263,933	2,661,260	1,354	2,080,171	2,272,266
Dominions ..	280	59,025	20,662	208	36,578	17,922
Foreign ...	2,182	1,944,158	2,242,877	2,049	1,648,310	1,957,606
Grand totals	3,936	4,267,116	4,924,799	3,611	3,765,059	4,247,794

By March 1st, the new factory built at Peterborough, Ont., by Henry Hope and Sons, Limited, will be ready for the manufacture of wrought steel sash, roof glazing and skylights. The building is all brick and steel, 200 feet long by 180 feet wide, and shows well the adaptability of steel sash and saw-tooth roof to the modern factory. Alex. Young, the vice-president and manager of the company, states that the machinery for this plant was specially designed, and embodies the latest improvements. The factory is fitted throughout with carrying tracks and travelling cranes.

REPORT OF THE TORONTO RAILWAY COMPANY FOR 1913.

Operation during 1913 was most favorable, according to the 22nd annual report of the Toronto Railway Co. The gross earnings of the company for the past year were \$6,049,018; charges for operating, maintenance, etc., \$3,123,308; and net earnings, \$2,925,710. From the net earnings was deducted the sum of \$2,158,472, distributed as follows:—Dividends, \$879,958; and bond interest, etc., \$188,806.

The gross passenger earnings show a big increase, these earnings amounting to \$5,980,695, compared with \$5,367,502 for 1912, an increase of \$613,193. The various charges against these earnings for operating, maintenance, etc., amounted to \$3,123,308 or 52.2 per cent. of the passenger earnings. The payments made to the city of Toronto shown in the report amounted to the sum of \$1,089,708, which, when compared with the payments made during the previous year, shows an increase of \$147,659.

Heavy expenditures on capital account were made amounting to \$1,064,857. In addition to various extensions and improvements to certain of the company's shops, car houses, etc., the following buildings were erected:—A storage battery building was completed in connection with the Harrison Street sub-station; a sub-station (No. 4) was erected in Queen Street East, opposite Logan Avenue; and a paint shop was built on Queen Street East on property running from Queen Street to Eastern Avenue. Large expenditure was made in the installation of a storage battery plant in the Harrison Street building, in the construction of additional rolling stock and the purchase of electrical equipment for same and in the extension of the track and overhead system in different sections of the city.

The growth of the business of the company since 1903 is clearly shown in the following table:—

	1903.	1913.
Gross income ..	\$2,172,087.85	\$6,049,018.92
Operating maintenance, etc. ..	\$1,200,823.39	\$3,123,308.55
Net earnings ..	\$ 971,264.46	\$2,925,710.37
Passengers carried ..	53,055,322	151,236,925
Transfers ..	18,654,344	63,083,118
Percentage of charges, etc., to passenger earnings ..	55.3	52.2

Compared with 1912 also, all these items show a large increase, with the exception of the percentage of charges to passenger earnings, which decreased 1.2 per cent. Dividends at the rate of 8 per cent. per annum were paid during the year.

The gross earnings of the Toronto and York Radial Railway Company amounted to \$584,490, compared with \$492,922 for the previous year, an increase of 18.5 per cent.

CONSIDERATION OF ROADS IN TOWN PLANNING.

A road conference was held in London, England, late in December, which was called to consider the necessity in town planning schemes of co-operation between the various local authorities and the central authorities for the purpose of suitable and proper roads. Speaking on this subject, Mr. Burns said that there were signs in every direction that popular taste, executive desire, and administrative necessity were all tending toward a greater grip of the road and town planning problem. Now that the town planning act was available for roads, as well as for town planning, they ought to utilize the general sentiment and, in each particular case, unite the central and local authorities, so as to secure the best results. This was already being done in England and Wales, as was proved by the fact that 200 local authorities were town planning, whilst in Greater London there were 80 local authorities of whom 38 were at work on different stages of town planning and road making. To further local co-operation in the carrying out of these schemes of town planning and road making, Mr. Burns proposed that first of all local conferences of the authorities of adjoining districts should be held at once. To these conferences should fall the duty of deciding the character, the varying methods, and, above all, the alignment of local roads, and the cost and its division among the various authorities interested. To these local authorities co-operating among themselves would be given help, guidance, advice and perhaps some money for individual schemes from the central authority.