

A letter from the London Trades and Labor Council, asking that the conference use its efforts to have the housing commission's regulations made easier, and that provision be made for cheaper houses, provoked much argument, and it was decided to forward the letter without comment to the federal and provincial housing commission.

The speakers at the luncheon were: W. J. Donald, secretary, Chamber of Commerce, Niagara Falls, N.Y., whose address is published in full upon another page of this issue, Louis Black Duff, Welland, and Thomas Adams, who spoke on "Town Planning—Does it Pay?"

In the course of his speech, Mr. Adams said that the first thing to be considered in town planning was transportation, as the railways and waterways were with us and could not be moved. Having planned those, the next problem was the zoning of the city, dividing it into factory, business, and residential districts, but just as much respect should always be paid to agricultural developments outside, as to manufacturing elements inside a city. The Niagara peninsula should be considered as a whole in transportation and zoning questions. He maintained that there was absolutely no necessity to have subways or tunnels to carry traffic in Canada, provided the principles of town planning were carried out.

The first thing to be done was a survey of existing conditions with a view to obtaining data, and these facts, with their relation to each other should be considered by practical men. Science and practical experience should work side by side. It costs nothing to zone a city except the expenditure in preparing a scheme and its administration.

The conference was brought to a close at the afternoon session by papers on "Looking Ahead," by Mrs. Dunnington Grubb, landscape architect, Toronto, Mayor McBride, M.P.P., Brantford, and W. A. Crockett, M.P.P., Barton.

According to newspaper rumors, the Dominion government appears to be unwilling to allow the Hydro-Electric Power Commission of Ontario the privilege of constructing the proposed St. Lawrence canalization and power development. It is said that the government considers that the proposed work should be a federal undertaking.

Excavation work is well advanced for the extension which the Steel Company of Canada, Limited, are making to their bolt and nut building. This extension will provide an additional floor space of 60,600 sq. ft. The extra accommodation will be used partly for storage and shipping and partly to enlarge the facilities for the various manufacturing processes. The estimated cost of the work is \$200,000. The new building will be four stories high, of reinforced concrete construction. F. G. Peden, of Montreal, is the architect, and the Anelin-Norcross Co., Ltd., of Montreal, have the general contract.

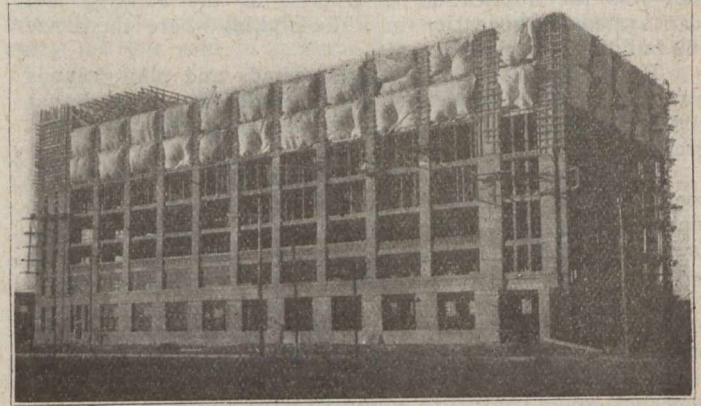
Three-quarters of a million dollars have been spent by the Administrative Commission of Montreal, during the present year, on permanent street works and repairs, according to a report given out by the Department of Public Works. A total of \$519,903.43 has been spent on new paving. The following amounts have been expended on repairs: Street paving, \$97,157.82; street crossings, \$32,490.86; permanent sidewalks, \$25,878.05; temporary sidewalks, \$21,501.74; water-bound macadam, \$64,022.04; levelling unpaved street, \$13,842.26; oiling streets, \$27,612.99; and repairs to bridges and tunnels, \$11,904.44.

In an address to the members of the Peterboro Board of Trade, Thos. Adams, town planning adviser of the Dominion government, spoke of the housing problem and said that any town that offers bonuses to manufacturers shows signs of weakness. He said: "We have not solved the problem of social organization of industry. The present condition means strikes, slumps, disorganization, even among well-paid workers, a growing burden of taxation, rapidly increasing because we have no well-defined organization to plan our cities, as we do our industries. City planning has to do with transportation, streets, waterways and buildings. No streets should be less than 66 ft. wide. In the residential district 40 ft. is ample, but in the congested districts they should be 100 ft. wide."

## CONCRETING IN COLD WEATHER

IN the October 23rd issue of *The Canadian Engineer*, there was published an article by A. E. Wells, of Chicago, president of Wells Bros. Construction Co. of Canada, Ltd., on the advantages that accrue to owners of buildings as a result of continuing concrete work during cold weather.

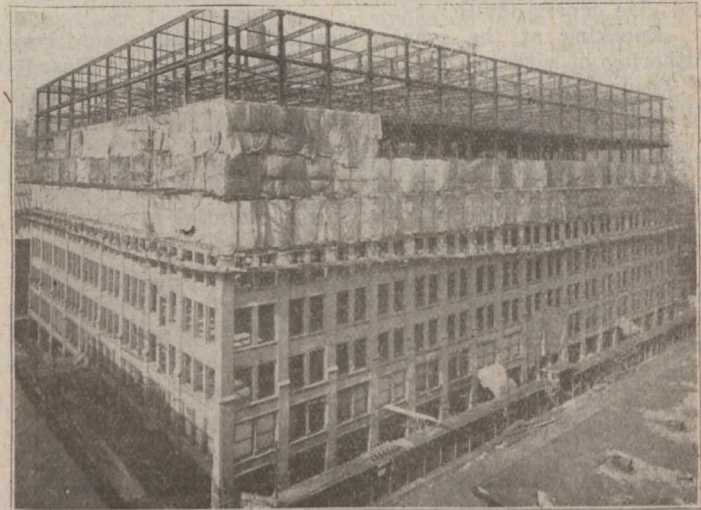
"Primarily the reason why building has been inactive in winter," says Mr. Wells, "is that concrete does not harden so rapidly when its temperature hovers near freezing. But



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we heat our homes, offices and stores, and coal is a comparatively small operating cost. We are to-day able to enclose a structure, warm it with simple coke stoves, heat aggregates prior to mixing with Portland cement, and keep the concrete or mortar warm until hardening has occurred."

A few days ago Mr. Wells kindly mailed to *The Canadian Engineer* the two accompanying views showing how his firm has enclosed with tarpaulins the floors of buildings



REGINA WAREHOUSE, ROBERT SIMPSON CO., LTD.

upon which they desired to do concrete work in cold weather. The Regina warehouse of the Robert Simpson Co., Ltd., is entirely a reinforced concrete structure. The Rand, McNally & Co. publishing plant is a steel building with concrete floors and fireproofing.

J. B. Nicholson, Ltd., contractors, of Hamilton, Ont., are moving their head office to the Excelsior Life Bldg., Toronto, and are establishing a concrete-products plant at Toronto, although they intend to retain their present office and plant at Hamilton. The firm is specializing in the design and construction of circular reinforced concrete bins for coal, grain and oil storage.