

CITY.	Miles of Pavements.	Miles of Side-walks.	Miles of Sewers.	Miles of Water Mains.
Winnipeg	85	266	135	144
Montreal	37	120	114	40
Toronto	251	410	70	114

In addition to the construction of these various improvements there have been other and more important works carried out, such as the building of electric plants, street railway lines, subways, bridges, abolition of grade crossings (part of the cost of which is generally borne by the municipalities), the construction of sewerage works, filtration plants, etc.

The spending of this stupendous sum of money distributed over such a large number of contracts should give the public some idea of the immensity of detail required in designing and carrying out the various works. Unfortunately, the average citizen does not seem to appreciate the length of time and the attention required to successfully carry out so vast an amount of work, and the municipal councils frequently insist upon having estimates and plans prepared in such a limited time that it is almost impossible to avoid mistakes, resulting in extra charges, etc.

It is to be regretted that in many of the municipalities the members of the council are not cognizant of, or do not sufficiently realize the importance of the work undertaken by their engineer. This, I think, is one of the reasons for the unfortunate criticism, fault-finding, etc., which so frequently occurs. The engineer, as an advisor of the council, should receive more assistance than the head of any other department, because his department is the one which involves the greatest expenditure in the city service, and the one which naturally the citizens are apt to consider critically. During the past year I have heard of two or three cases in which the engineer considers he has been treated most unfairly by the municipality, and this tendency to censure unjustly an engineering officer seems to be increasing. This is a very difficult matter to deal with, but could perhaps be alleviated if the members of our profession asserted themselves more emphatically, and could induce the press to realize the difficulties that beset the engineer in carrying out the various works. Unfortunately it seems to have become the habit of some members of the press to make assertions derogatory to the engineers without first ascertaining whether they are based upon fact or otherwise.

A very large number of the members of the Society are brought into daily contact with laborers. This is especially the case on railway construction and other works remote from civilization, and, whilst it is not an engineering question, it has occurred to me that