

Siclen and Macomber, of Edmonton, show an exterior in renaissance of the latter French period. The first two stories are to be faced with white sandstone, the upper floors being in terra cotta finished with sandstone. The side walls will be of brick, the mansard roof of slate. The main entrance to the rotunda is to be panelled in Canadian marble, the floor being laid in the same material. An elaborately wrought iron marquee will be erected over the main entrance. The rotunda will be spacious, with Canadian marble columns and Honduras mahogany, the panels being so set in as to provide space for trophies and game heads. The upholstery will be in leather, of a design corresponding with the rest of the scheme. There will be 26 rooms on each floor, all having outside light and ventilation, each room being fitted up with a shower bath and other conveniences, including telephones and the latest built-in features. The structure is fireproof throughout, while the staircases and elevator are so arranged that they can be utilized to the greatest measure to give aid in the event of fire.

WHEELER TURBO-AIR PUMP.

The Wheeler Condenser & Engineering Co., Carteret, N.J., announce that they have acquired the American license to build turbo-air pumps of the A. E. G. Type as manufactured in Europe by the Allgemeine Electricitaets Gesellschaft. This air pump is of the rotary water jet type, for motor or steam turbine drive, air being removed from the condenser by ejector action of a series of small water jets and also by positive entrapment of air between successive small slugs of water. A number of these pumps are now under construction at the works of the Wheeler Condenser & Engineering Company, Carteret, N.J.

CHANGING A C. P. R. BRIDGE.

The Canadian Pacific Railroad bridge across the St. Rose River, Canada, had several 160-ft. spans with pin-connected Phoenix trusses, spaced about 20 ft. apart on centres. They were recently replaced by a double line of 80-ft single-track deck-plate girder spans, supported on the old piers and on new ones built between them. The new superstructure was erected and the old superstructure removed without interfering with traffic and without the use of falsework.

The tops of the old piers were cut down to the required elevation to receive the new girders, and the old trusses were transferred to bearings on timber crib-work built to maintain them at the required elevation. The new girders of the Canadian Pacific Railway Company's standard type, weighing about 49 tons per span, were delivered on pairs of flat cars, run across the old bridge to the required positions, unloaded by derrick cars and suspended by tackles hung from transverse beams supported on the top chords of the trusses. The flat cars were released and removed and the floor system quickly removed, allowing the new girders to be lowered to bearings on the old and new piers.

After all of the new girders for one line of single-track spans had thus been erected, the old spans, weighing about 120 tons each, were supported from them and taken down by the derrick cars, after which the deck spans were shifted transversely to their required positions. The girders for the parallel line of single-track spans were delivered on them and erected in position by the derrick cars.

The plate girder spans were fabricated and erected by the Dominion Bridge Company, Montreal, in accordance with the requirements of the Canadian Pacific Railway Company. Mr. P. B. Motley, engineer of bridges, was in charge of the work.

AMERICAN ASSOCIATION FOR THE ADVANCEMENT OF SCIENCE.

At the meeting of Section D, Engineering, on Friday, January 3rd, a programme of thirty papers devoted to highway engineering and related subjects occupied the morning and afternoon sessions. The titles of the papers and authors have been published in a previous issue of this journal. The sessions were presided over by Professor Arthur H. Blanchard as chairman and Professor George W. Bissell as secretary.

On Saturday, January 4th, many of the engineers in attendance visited the plant of the Deckman-Duty Company, at which Dunn wire-cut-lug paving brick are manufactured. The inspection trip of the morning, which was made with automobiles also included the examination of various sections of brick and stone block pavements in Cleveland. The tour of inspection was made through the courtesy of Mr. F. B. Dunn and the officials of the Deckman-Duty Company and the National Paving Brick Manufacturers' Association, who, on the preceding evening, entertained many of the engineers present at a dinner given at the Cleveland Athletic Club.

CANADIAN CLAY PRODUCTS MANUFACTURERS' ASSOCIATION.

The annual convention of the Canadian Clay Products Manufacturers' Association is being held in Toronto this week. The association are still pursuing their efforts to secure the establishment of a course in Ceramics in connection with the Faculty of Applied Science and Engineering of the University of Toronto. Mr. C. W. Raymond, of the Raymond Brick Machine Company, Dayton, Ohio, in a letter to the association, agreed to give full equipment necessary for the work of such a department, provided one were established. A joint committee, composed of members of the association, members of the Faculty of Applied Science, and representatives of the Engineering Alumni Association, will approach the Board of Governors of the University at an early date to impress upon them the desirability of the founding of such a department.

PERSONAL.

J. O. MOUSSEAU, the member of the Quebec Provincial Parliament for Soulanges, has been appointed to the new provincial portfolio as Minister of Good Roads.

SIR ALEXANDER BINNIE, consulting engineer for London, England, and Dr. Houston, of the Metropolitan Water Board, of London, have been asked to report on the water supply of Ottawa.

D. F. McLEOD, superintendent of public works at Ithaca, N.Y., has been appointed city engineer of New Glasgow, N.S., to take effect after the expiration on February 28 of his present contract with the city of Ithaca.

FRANK C. ASKWITH is at present acting city engineer of Ottawa. He has been attached to the city engineer's department of Ottawa for the past five years, and before that had several years' experience on railroad construction in the West.

N. J. KERR, until recently city engineer of Ottawa, has accepted a position with the Canadian Pacific Railway. He succeeds Mr. N. J. Carry, who resigned on account of poor health, in charge of Shaughnessy Heights, at North Vancouver.

HAROLD PARKER, M. Am. Soc. C.E., first vice-president, Hassam Paving Company, Worcester, Mass., on