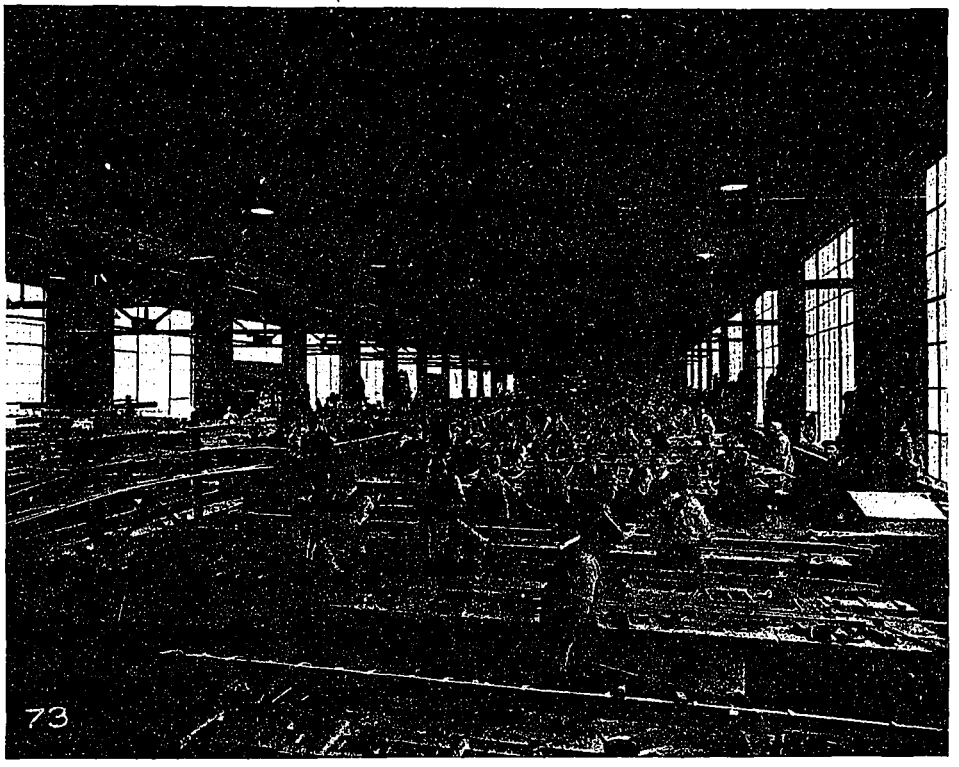
notes organizing methods and capabilities quite upsurpassed.

Before any contracts were let, an investigation was made by a Canadian inspection company as to the steel in hand at the time in Montreal, Winnipeg, Hamilton and Toronto, and the contract finally awarded to a local steel firm on the basis of a penalty and bonus system; the contractors to receive a bonus of $100 per day on each building for every day under his schedule for delivery, and to be penalized an equal amount for every day behind such a schedule. Some idea of the speed in delivery and erection of the steel may be gathered from the fact that on a schedule of delivery set for six weeks, the contractors were able to earn a bonus of six thousand dollars.



WING BUILDING, FACTORY OF CANADIAN AEROPLANES LIMITED, TORONTO.

When it is borne in mind that, besides steel columns, beams, etc., there was a great deal of truss work—certain spans being 67½ ft. wide, and other 60 and 45 ft. wide—some idea may be gathered of the fabrication entailed thereby. The wing panel building, which has a span of 60 ft., is 400 ft. long, while the fuselage building, which has a span of 45 ft. in one section and 67½ ft. in another, is over 500 ft. long.

In order to preclude the possibility of any delay of materials, orders were only given with the strict understanding that deliveries would be promptly made. A contract was made with a local brick company that they were to agree to take no other orders and to supply a continuous haulage of at least twenty teams per day. If, in addition, it was deemed necessary by the architect, they were to ship by rail. At one time bricks were being laid hot from the kilns.

During the first two weeks very severe weather prevailed, the thermometer dropping to 15 to 18 degrees below zero. Special precautions were taken to protect the trenches from the frost, and also the concrete during erection. Later in the spring, owing to the rather wet character of the soil and the fact that snow and ice had accumulated inside the buildings, it was necessary to thaw out same

FUSELAGE BUILDING, SHOWING MACHINES READY FOR SHIPMENT.