

members in five weeks, and had \$2,300 in the bank. The men there got the idea into their heads that I should be appointed Dominion organizer of labor, and I was; but did not know anything about it until I received a document from Gompers with a seal on it as big as your head. It was my appointment.

"Well, I addressed meetings from Windsor westward to Quebec during the four months I held the position. That was in 1897 and 1898. My dismissal, however, was not long in coming, and Mr. Gompers intimated that it all happened because I had advocated in a Toronto paper the prohibition of the exporting of Canadian logs to American mills.

"The situation was this: The big American lumber companies were sending their men into Canada by the hundred to get Canadian logs. The men would get their checks in the spring, and 'Back to God's country for our clothes,' they would say, and away they would go, buying their clothes and spending their money in the States, and taking the logs across the line, to be manufactured there. Even the storekeepers along the north shore who had stocked up with clothes to supply them did not reap any benefits.

"There is a clause in the constitution, as Mr. Gompers well knows, which advises organizers to take such a course as will best benefit the men in their own districts. I did so. I advocated the compulsory manufacture of Canadian logs on Canadian territory. The success of that movement has meant the spending of thirty millions of dollars on this side of the line, and the removal of practically the whole milling industry to the north shore. But Mr. Gompers saw that Canada was benefiting, and he dismissed me."

Mr. Loughrin does not spare Mr. Gompers in referring to the latter's attack on Senator Loughhead, who advocated making it a criminal offence for a foreigner to incite Canadians to strike. "Senator Loughhead was in a sense right," declares the ex-organizer. "He had the feeling, which is very general, against employing United States agents to tell Canadians what to do. There are men in our own country of quite equal ability, and they can do far more for the laboring men than a stranger."

Summing up the whole published report of Mr. Gompers' address, Mr. Loughrin brands it as an untruth, and he says he is prepared to stand back of what he says.

This is a particularly interesting discussion of the subject, especially as it comes from one who has been so closely in touch with the labor movement in Canada.

It will be of special interest to architects and architectural draftsmen to learn that the Architectural League of America has established an individual membership for persons who are not members of the various clubs of the league, but who are interested in the study and promotion of architecture and the allied arts and professions.

Such persons shall be entitled to membership in the league with all the privileges pertaining thereto, except voting at the annual convention. They may participate in all conventions with the privilege of the floor.

They are also eligible to compete for the travelling scholarship offered by the league, for fellowships offered by several universities, and shall receive an "Annual," the official organ, published and edited by the league, at the club rate of one dollar (\$1.00). The annual dues shall be two dollars (\$2.00).

At present negotiations are under way to secure club rates and discounts from publishers of architectural magazines and from clubs publishing catalogues. As soon as satisfactory arrangements have been completed, these benefits will be extended to members.

Further information and applications for membership can be secured by communicating with H. S. McAllister, Permanent Secretary, 729 15th Street, N. W., Washington, D. C.

THE electrification of Sarnia tunnel, which was begun just a year ago last October, is fast nearing completion.

The Westinghouse Company, of Pittsburg, has the complete contract for the electrification of the tunnel, the power plant, the distributing system and the locomotives.

The new power house in Port Huron is 100 by 100 feet in size, is two storeys high, fireproof and built entirely of concrete, steel and brick. It contains four batteries of boilers, automatic coal handling apparatus, two turbos, which include turbines and dynamos, and a large amount of necessary auxiliary apparatus. The plant is as complete as any in the country, and is modern in every respect.

The turbos have a total capacity of 2,500 horse-power and can be increased to 3,000 horse-power. All the electric wires from the building run through a shaft into the tunnel and supply the trolleys, pump houses and round houses, in both Port Huron and Sarnia yards, besides the shop, customs offices, sheds, etc. There will be nine miles of electric track. This includes side tracks. There will be 500 electric lights in the tunnel proper.

The cost of electrification of the tunnel including the work around the yards, will reach about \$1,000,000. The Westinghouse Company, of Pittsburg, Pa., are the general contractors. B. J. Arnold, of Chicago, is the consulting engineer for the railroad company, and has furnished all of the plans and specifications except for locomotives and the turbos.

A NOTTINGHAM miner has patented a safety pit cage, which is claimed to be a decided advance on all its predecessors, both in application and security.

It is stated that this new British invention can be applied to any kind of mine cage and ship or passenger elevator, and that it has the great advantage of being adaptable equally well to steel, wood, rope, or any form of guides that may be in use. The cage is fitted with sliding bars, each having a gripping screw with a weight or spring attached, by which the bars are coupled to the guides should the hauling or winding rope break, and without in any way damaging the guides. A particular feature is the automatic gripping action exercised on the guide ropes by the weight of the cage itself and its immediate but gentle arrest in the event of the breaking of the winding rope. Thus, it is asserted, there can be no severe jerk on sudden stoppage, and no danger of the occupants of the cage being violently thrown against the roof should an accident occur. With this system, it is contended, the danger from accidents by the breakage of winding and hauling ropes in mines, elevators, etc., is minimized.

AT the annual meeting of the Winnipeg Builders' Exchange held December 3rd, the following officers were elected for the coming year:

- President—J. W. Morley (re-elected).
- Vice-President—W. P. Alsip (re-elected).
- Second Vice-President—W. H. Carter.
- Treasurer—L. D. Robinson (re-elected).
- Secretary—H. Pearce.

President Morley's report showed that, in spite of the depression and shortening of building operations, the exchange had maintained its position of a year ago.

THE Toronto Architectural Club, otherwise known as the 18-Club, have elected the following officers for 1908:

- President—Mr. Eden Smith.
- Vice-President—Mr. C. D. Lennox.
- Sec.-Treas.—Mr. W. Ford Howland.
- Committee—Messrs. C. H. Acton Bond and J. P. Hynes.