

# The Canadian Engineer

WEEKLY

ESTABLISHED 1893

VOL. 18.

TORONTO, CANADA, FEBRUARY 11th, 1910.

No. 6

## The Canadian Engineer

ESTABLISHED 1893.

Issued Weekly in the interests of the

CIVIL, MECHANICAL, STRUCTURAL, ELECTRICAL, MARINE AND MINING ENGINEER, THE SURVEYOR, THE MANUFACTURER, AND THE CONTRACTOR.

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Present Terms of Subscription, payable in advance:			
Canada and Great Britain:		United States and other Countries:	
One Year	\$3.00	One Year	\$3.50
Six Months	1.75	Six Months	2.00
Three Months	1.00	Three Months	1.25

Copies Antedating This Issue by Two Months or More, 25 Cents.

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Changes of advertisement copy should reach the Head Office by 10 a.m. Monday preceding the date of publication, except the first issue of the month for which changes of copy should be received at least two weeks prior to publication date.

Printed at the Office of the Monetary Times Printing Co., Limited, Toronto, Canada.

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### CONTENTS OF THIS ISSUE.

<b>Editorials:</b>	
Canadian Iron and Steel Output.....	119
The Webbwood Disaster .....	119
Canadian Cement Association .....	120
Guelph and Her Public Utilities.....	120
<b>Leading Articles:</b>	
Canadian Society of Civil Engineers, Annual Meeting .....	121
Problems in Applied Statics .....	125
A New Riveting Machine .....	126
Car Painting .....	129
<b>Sanitary Review:</b>	
Selecting a Scheme for Sewage Treatment....	123
Sewage Purification Works at Vernon, B.C....	123
Engineers' Library Section .....	130
Construction News .....	136
Market Conditions .....	140
Railway Earnings .....	135
Engineering Societies .....	134

### CANADIAN IRON AND STEEL OUTPUT.

The total production of iron ore in Canada to date has not exceeded 5,000,000 tons, but Canada is to-day producing from her seven or eight mines at the rate of 400,000 tons per annum.

The production of pig iron and steel in Canada has become an important industry, though dependent to a very large extent on imported supplies of ore and fuel. The growth of the industry has been greatly stimulated by the payment of bounties on the part of the Dominion Government. Production is as yet confined to the eastern half of Canada, chiefly in the Provinces of Ontario and Nova Scotia. There are sixteen completed blast furnaces, with a total daily capacity of about 2,665 tons.

The general business depression of 1908 resulted in only a slightly decreased production of pig iron in that year, while a rapid recovery is indicated by the greatly increased rate of production being maintained during the early months of 1909. The rapid growth of population, the extensive railway construction being undertaken, the replacement of wooden bridges by steel on old railways, and the increasing use of steel in building construction all mean a great increase in our consumption of iron and steel goods, so that in 1908, although our own furnaces turned out 630,835 tons of pig iron, we imported in addition over a million tons of iron and steel.

For 1907 the steel produced amounted to 706,982 tons, and in 1908 to 588,763 tons. The pig iron output for 1908 was 212,290 tons.

Canada as an iron and steel country is coming rapidly to the front, and with the perfecting of electric smelting the output will be much greater.

### THE WEBBWOOD DISASTER.

On January the 21st passenger train No. 7 on the Soo branch of the C.P.R. was derailed near the Spanish River. Over fifty people were killed and more than a score more were injured.

A part of the train was derailed about four hundred feet east of the steel bridge over the river, and one passenger car fell through and was submerged. The dining car was two-thirds submerged and a second class coach broken in two.

The inquest and examinations which followed the wreck were the most thorough that could be conducted. The Crown appointed one of the most experienced lawyers to conduct the case, and he, together with the civil engineer engaged by the Government, did all they could to find the cause of the derailment.

The jury were unable to find any cause for the derailment, and in giving their verdict, instead of making recommendations, propounded a number of questions to the Dominion Railway Board. If juries would follow this course in the future more good would result from their