

The Canadian Engineer

WEEKLY

ESTABLISHED 1893

VOL. 15. TORONTO, MONTREAL, WINNIPEG, VANCOUVER, JANUARY 24th, 1908. No. 4

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.

Subscription: Canada and Great Britain, \$2.00 per year; United States, \$2.50 Foreign, 10s., payable in advance

Advertising rates on application.

HEAD OFFICE: 62 Church Street, and Court Street, Toronto TELEPHONE MAIN 7404.

Montreal Office: B 32 Board of Trade Building. T. C. Allum, Business and Editorial Representative. Phone M 2797.

Winnipeg Office: 330 Smith Street. Amalgamated Press of Canada, Limited Phone 5758.

Vancouver Office: Representative: A. Oswald Barratt. 619 Hastings Street.

British Representative: A. Webster, 84 Chancery Lane, London, E.C.

Address all communications to the Company and not to individuals.

Everything affecting the editorial department should be directed to the Editor.

NOTICE TO ADVERTISERS:

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.

CONTENTS OF THIS ISSUE.

Editorial:	Page.
Canadian Engineering Society	57
Dominion Railway Board	57
Legal Notes	57
Leading Articles:	
Concrete for Apartment Houses	58
Freight Handling	58
Legal Notes:	
Engineer's Liability	59
Tenders	59
Power to Enforce Payment	59
Correspondence:	
Engineer and Social Life	60
Jones' Highway Bridge	60
Construction News	62
Orders of Railway Commission	63
Market Conditions	64

CANADIAN ENGINEERING SOCIETY.

With the annual meeting of the Canadian Society, not a week distant, many engineers have made arrangements to attend; many more find it impossible to take the holiday and to profit by meeting men of their own profession from other districts.

For over twenty years the society has been in existence; growing in numbers and influence; always keeping in view its two chief objects, first to facilitate the acquirement and interchange of professional knowledge among its members and second to encourage original investigation.

Now and then its right to be the exclusive Canadian Engineering Society has been questioned, but after a feeble effort its would-be rivals have gone out of existence, leaving the old society stronger than before.

Some charge that the society has been too conservative, not anxious enough to widen its circle of influence or enlarge its field of operation. Be that as it may one thing is sure that yearly it is receiving additional support from Canadian

engineers and yearly it is, by the educational influence of its meetings, the publication of its transactions and careful scrutiny of the credentials of applicants for membership, doing much to improve the standing of its members and of the engineering profession.

A few years ago encouragement was given towards the organization of branch societies in various cities. As these branches are opened interest in the parent society will increase, the membership will be added to and the influence of the society will widen. It is through the local branches rather than through the parent society that engineers as an organization will exert influence on the community.

DOMINION RAILWAY BOARD.

Of the many Canadian courts or commissions the Dominion Railway Commission is one of the most popular, efficient and useful. The men who have been selected to sit upon this board were men in whom the country had confidence. The decisions and orders issued have increased that confidence. Its success has made it indispensable.

Its powers are very wide, its duties varied. All matters that effect railways directly or indirectly come under its purview. Whether it is one railway line crossing another; a telegraph line crossing a railway right of way or a sewer passing under the roadbed all are regulated by the Dominion board.

Of such general interest have these orders become that we have made arrangements to publish weekly a condensed report of the orders issued. The number of the order and the date of issue are given so that those who are more particularly interested may readily secure fuller information.

LEGAL NOTES.

Legal phraseology and the law courts have no charm for the engineer, yet it is necessary that he should know something of the law, as it relates to his particular branch of the engineering profession.

That the engineer may become familiar with judgments and decisions that have been given on particular points of law we purpose publishing in the third issue of every month a brief summary of legal decision in which engineers are interested. Stripped of much of their legal terminology these decisions will give a good idea of an engineer's powers and limitations; of a contractor's responsibility, both as to his work and his employees, and of the "legal" definition of many terms and phrases that we use loosely every day, but which when more carefully defined and interpreted according to law have another meaning. Forewarned is forearmed. The engineer who has a clear idea of what may be expected of him, of his work and done under his specifications will be a stronger man than he who has to continually consult his legal adviser. These legal notes will be prepared by a member of the legal profession and at the end of the year the different decisions will be carefully indexed for ready reference.

HISTORICAL STRUCTURES.

On another page Mr. Young calls attention to a matter long neglected by engineers, namely, the description of engineering works that have withstood for years the action of the elements and wear incident to continuous use.

We have been too interested in new work, descriptions of what we are doing and have neglected recording how successfully our predecessors built.