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Editor—E. A. JAMES, B.A. Sc.

Business Manager—JAMES J. SALMOND.

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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.

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THE "ARCHITECT AND BUILDER."

After having been published for twenty-one years as a monthly the "Architect and Builder" now appears as a weekly. Shortly after the "Architect and Builder" was established the "Contract Record" appeared as a weekly intermediate edition to furnish advance information of projected works. With the large growth in the Canadian building trade both publications have enlarged in an endeavor to satisfy the requirements of their patrons.

That more attention may be devoted to a weekly publication the two journals have now been amalgamated. "The general character of both journals will be maintained, and many new and valuable features introduced."

The Hugh C. MacLean, Limited, are to be congratulated on the make-up of the first number of the

united journals. Both the presswork and the selection and arrangement of articles are such as to call forth commendation from their readers.

SHIPPING ON GREAT LAKES.

Although the romance and beauty have, to those who remember the graceful sailing fleet of the Great Lakes, vanished, the freight-carriers of that great waterway, the steamers which now replace the "white wings" are remarkable in their turn—though beauty is not one of their attributes, to the eye of a sailor. They are utilitarian, narrow "tanks," of enormous size, vieing in length with an ocean ship, but in no other respect resembling one. And they carry loads, coal westward and of ore or grain eastward, of an extent undreamt of at a time within the memory of living men.

Within ten years, or less, the dimensions of lake freighters have steadily grown, not so much, however, in width as in length. Draft cannot be increased beyond the twenty feet prescribed by the deepened channels of the connecting rivers; nor has the average beam become much greater. Length, however, has gone from 500 feet, say, in 1898 to 600 feet to-day, in the case of the largest steamers.

It has been found necessary to build, on Lake Erie, a dry dock for the accommodation of these monster ships, iron ore carriers, plying between Lake Superior and Lake Erie. This has been completed at Lorain, about fifteen miles west of Cleveland, Ohio. The dimensions of this dock are 745 feet long and 125 feet wide. The dock is 140 feet longer than the longest ore-carrier afloat, and there are but few ocean ships of greater length. It is conceded to be the largest fresh water dry dock in the world. Five thousand piles were driven to form the foundation. The gate which closes the river end of the dock is built of steel; it is 82 feet wide and weighs 110 tons. The dock is so built that it can be used as a slip in which to launch vessels when built, berths for which have been constructed on either side of it. When this dock was first planned, the longest vessel on the great lakes was the "Wolvin," length 560 feet. Since then the size has increased to 605 feet, four vessels of this size having been constructed during the past year.

In 1900 the largest steel ships on the Great Lakes measured 400 feet; in 1903 and 1904 the 500-footer came; in August, 1906, the lines of twelve 600 foot steamers were laid down—mostly since built; and in 1907 the American Shipbuilding Company had one planned 645 feet long; 8,441 tons ore and 7,668 tons coal were two cargoes of 1902.

FUSIBLE PLUGS FOR THE PREVENTION OF BOILER EXPLOSION.

The Board of Railway Commissioners for Canada are considering the issuing of a regulation requiring railways to place fusible plugs in the crown sheets of all plugs in the crown sheets of locomotive boilers.

That they may have the co-operation of the railways they have issued a circular outlining the instructions the order will contain. The chief points raised are that two plugs shall be placed in each crown sheet, and they shall be removed and inspected every fourteen days.