

taking coal with a heating value of 14,800 B.T.U., only about 7,500 B.T.U. can be utilized, while 13,000 is available in the "Coalite." It has been shown by test that a fire of "Coalite" radiates 1.56 times as much heat as a coal fire of the same size, and from a heat-producing standpoint the "Coalite" fire was much more steady. These figures are more or less convincing, but it is hard to see how coal from which some of the volatile matter has been extracted, can compare in value with the original article.

In the manufacture of "Coalite" there are several by-products, among which is a spirit that can be used as a motor fuel, a fuel that can be sold at a much lower price than either gasoline or petrol. It is estimated that in treating 3,000,000 tons of coal about 7,500,000 gallons of benzol, naphtha, etc., are obtained, and a large percentage of this is suitable for use in motors.

As already noted, we have received several enquiries asking about this new fuel, and no doubt many of our readers, whether interested in the fuel question or not, appreciate the foregoing particulars.

### THE FAILURE OF THE BRIDGE AT QUEBEC.

On another page we publish a letter dealing with the Quebec Bridge disaster. So much has already been said about this matter that it seems almost futile to say any more. There is one point in this letter, however, that attention may be drawn to, and that is that when any large engineering work is to be undertaken Canadian engineers are more or less ignored. According to the report of the investigating Commission, the best bridge engineers in the United States were engaged to design and erect this bridge. Such being the case, then, the product of the best effort of these men was a bridge that fell down. To say that the disaster was purely accident is not correct. If it is, the science of engineering is not an exact one, which it must necessarily be. As has already been stated in these columns, someone has blundered, and the blunderer is one of the best engineers in the United States.

According to Sir Wilfrid Laurier, the Quebec Bridge when rebuilt is to be a national structure. It will be paid for by the people of this country. This being the case, the opportunity for the Canadian engineer to show what he can do is at hand. Canadian money should be paid to Canadians for Canadian effort, especially if the result of that effort is as good, if not better, than that of a foreign competitor. In this instance Canadian engineers cannot do worse. They can do better.

### EDITORIAL NOTES.

The Canadian Engineer has now completed arrangements whereby it will be personally represented in Great Britain by A. Webster at Chancery Lane, London, E.C. Mr. Webster will always be glad to answer any and all questions re advertising and subscribing, and we trust our many friends in Great Britain will make free use of the office.

\* \* \* \*

Unfortunately the name of the author of the paper entitled, "Specifications for Steel Forgings, Steel Castings, and Steel Boiler Plates," read before the American Society of Mechanical Engineers, and reprinted on page 391 of this issue, was omitted. The omission was noted before the last form went to press, and we are pleased to be able to make the correction in this issue. This very valuable paper was prepared and read by Mr. William R. Webster, of Philadelphia.

\* \* \* \*

At the Engineers' Club of Toronto, on Thursday last, one speaker gave as his views regarding the cause of the Quebec Bridge collapse information that had apparently been taken from the columns of this journal. The figures given were exactly the same, and in many

instances the exact language was quoted. During the meeting Engineering News and the Engineering Record were quoted, and due credit was given. No credit was given to the Canadian Engineer, which was more liberally quoted than either of the other two. The information given in these columns is "boiled" down and made as concise as possible, in order that it may be read quickly by engineers, most of whom are very busy men, and have not got time to read long-winded articles. The Canadian Engineer has taken its stand in this important matter along with other technical journals, and, therefore, should be given credit. We hear on every hand the slogan, "Made in Canada" and "Canada for Canadians." Why not another, "The Canadian technical press for Canadian engineers?"

\* \* \* \*

In view of the recent reports to the effect that the Westinghouse Machine Company had made application for a receivership, the following letter, dated October 26th, from the receivers will go far towards allaying any misapprehensions that clients of the company have been under:—

"The undersigned desire to assure the clients of the Westinghouse Machine Company and all others interested, that there should be no occasion for apprehension because of the Company's application for a receivership.

"This action was deliberately and thoughtfully taken as a sensible and logical measure for conserving the interests of the customers, creditors, and stockholders of a solvent institution which is doing a large and profitable trade.

"From such examination of its affairs as the receivers have been able to make in the short time during which they have been in charge of the property it would appear that the Westinghouse Machine Company has been suffering from nothing more serious than a rapidly-growing and profitable business. This has necessitated the employment of considerable borrowed capital and credit throughout the country, the sudden withdrawal of which would have seriously interfered with the manufacturing operations of the Company.

"There has not been even a momentary pause in the operations of the Company, and the personnel remains the same as heretofore. There will be no departure from the general policy that has hitherto obtained in the conduct of the business, and the receivers will, during their incumbency, spare no pains to foster and maintain the cordial relations that have always existed between the Westinghouse Machine Company and its customers."

WM. McCONWAY,  
W. H. DONNER, } Receivers.  
E. E. KELLER,

### MACHINERY EXPORTS TO AUSTRALASIA.

The exports of machinery from Canada to Australasia in 1906, were as follows:—

Gas and oil engines .....	£642
Other engines .....	38
Boilers and pumps .....	1,509
Printing machinery .....	3,511
Sewing machines .....	53
Typewriters .....	1,584
Machine tools .....	197

A decrease of £1,747 as compared with 1905. The total imports of machinery in 1906 were £2,118,352.

The American Waterworks Association has published the minutes of proceedings of the twenty-seventh annual convention, held at Toronto from June 17th to 21st, 1907, in book form. Besides containing the proceedings of this convention, it contains a full list of officers and members, and the specifications for cast iron pipe and the discussion thereon.