

towards the bath-room and be taken out by the exhaust system. The same with a kitchen or a scullery, which are usually in a basement; or off of a dining-room, and should you attempt to blow air into kitchen or scullery you would be very likely to get the benefit of the odors in the dining-room, so that you would soon know all that was going on in the kitchen and what you were likely to have for your next meal before it was quite ready. We find that it is necessary, in order to get satisfactory results in the way of ventilating a kitchen, to install a system that will change the air at least once every minute and more if necessary when desirable. The system should be installed with a great deal of care on account of the danger of fire. The air in passing through the hoods, piping, etc., conveys a certain amount of grease which adheres to the hoods and piping and which are liable to catch fire at any time; in fact, it is desirable and systems are frequently installed where the hoods and piping are made sufficiently heavy, so they can be set fire to at a convenient time and made so that no harm can come by their taking fire at some unexpected time.

I am sure a great many of those present remember the fire at the Windsor Hotel, Montreal, some few years ago. I believe the fire in this case originated by a very poorly constructed piping system too close to wooden rafters, floors, etc. In these days of rush and hustle continuously with so much hired help, it is necessary to take every precaution and install a system that is practically fool proof, and I think you will agree that it will be the cheapest in the end.

To our railroad friends the question of ventilation in round houses is also an interesting proposition, especially during the winter time. I presume that there has been no one trouble which has been more aggravating to a locomotive foreman than the ventilating of their round houses. The only adequate way is to get in a sufficient quantity of heated air that will be capable of carrying off the gases from a smoking locomotive and the warming up of a running gear, etc., in a comparatively short space of time, and at the same time keep the steam from forming into a mist so as to obstruct the view and be an annoyance to the workmen generally. This is especially true in a climate where the thermometer goes to say 40 below zero. The difficulty we have found usually is the question of the cost with the railway companies, as compared with what they call a heating system. A heating system, however, is one thing in a round house, while a ventilating system is entirely different. Usually, when a proper ventilating system is employed, it includes all that is necessary in the way of a heating system. In other words, we have never in