

THE CANADIAN ENGINEERING NEWS.

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In introducing to our readers the first number of this journal we will endeavour to lay before them as concisely as possible the aims of the editor, and trust that at the end of the first year's issue we may be able to congratulate ourselves on having carried out what we now conceive to be our lines and duties.

Up to the present there has not been published in Canada any Technical Engineering Journal embracing all the branches of the profession. The issuing of a Mining, Electrical and Architectural Journal has made the lack of a Civil, Mechanical, Hydraulic, and Sanitary Engineering medium all the more apparent, and to fill this void we hope we shall succeed to the advantage of the professions and trades interested.

We are aware the field is not exhaustless, but we feel sure we shall in a short time bring into our columns new and unexpected sources from which a variety of special and technical information for the benefit of most of our readers will be gathered.

It will be our endeavour to introduce and discuss all the most recent discoveries and appliances in science and mechanics, and an attempt will be made to avoid excessive technicalities where this can be done without detracting from the value and importance of the subjects discussed and written upon.

The more support we get the better matter we shall be able to give, and we rely on our *confreeres* if they are satisfied with our first efforts making our journal known to their fellow-workers whom we may not have reached.

Our leading matter in this first issue will tend to show how large a field we cover, and it will always be our aim to make the subjects as universal as possible,—as engineering should be. The Canadian engineer does his work from Cape Breton to Vancouver Island, and we desire to give to the one on the western slope of our Dominion matter as interesting and instructive in his work as his fellow-laborer at the iron works and collieries of Nova Scotia.

Whilst we give way to no one in patriotism, we will utilize, as far as possible, glean-

ings and items of news from the engineering and scientific papers in the United States, England, France and Germany, and shall lay ourselves out to devote part of our journal to eclectic copy, doing our best to make wise and careful choice from the masses of information that we shall have at command.

The question of a deep water canal from the west to the seaboard appears to agitate our friends in the United States very considerably at this period; we have therefore given a short paper on our own inland navigation as applicable to our great northern river; it will appear that the distance from Liverpool to Chicago could be shortened some 800 miles, and this in these days means much.

Later we will discuss more fully this Ottawa River navigation, and also the question of the ship railway or canal via Lake Simcoe.

It appears desirable that our Government should come forward at this time and assist in the settlement of the Chignecto Ship Railway. Having prosecuted the scheme so far, and there being no physical or mechanical difficulties to encounter, it should not be left to hang fire and be looked upon as a hopeless failure by those who, on the strength of the Government fathering the whole scheme put in their money with the full hope of getting a moderate return.

There does not appear to have been any waste or jobbing. The work done appears to have been well done. The contractors and sub-contractors have been of the highest standing. We would advise some action being taken before any serious deterioration of plant or machinery takes place.

In each issue we will give at random workshop receipts and short paragraphs that will be useful, we feel sure, to all engineers, and as all these will be carefully indexed at the end of the year we would advise all our subscribers to keep and bind every volume. They will in this way have at hand an encyclopedia of useful mechanical, chemical, electrical and metallurgical knowledge that would cost a great deal if they had to be purchased from other sources.

We shall be glad to have any suggestions from our readers as to our future issues, and will at all times try to act on them.

A series of tests have been instituted by us on a new basis, and will be published from time to time. We shall give results of various lutes and cements as applicable to metals, tensile strains of various materials, and workshop receipts, &c., &c.

The New 100-H. P. Engine recently purchased by the Royal Electric Company is nearing completion and it is expected to start it on the 11th February. A full description of the Engine will be given in our next issue.

The Rolling Mills owned by Abbott & Co., which were burnt down last fall are now rebuilt and fully equipped with the latest improved machinery for rolling iron and steel and manufacturing all kinds of nails, spikes, bolts, horse-shoes, etc.

The principal buildings have iron trussed roofs of good design built by the Dominion Bridge Co.

The Canadian Pacific Railway have in hand, for exhibition at Chicago, a complete train, comprising: engine, sleeper, Dining car, first-class, second-class. This will be on view during the whole of the Exhibition and will no doubt attract many visitors and reflect a great deal of credit on the Company. From what we have seen we feel sure that nothing will be seen on this continent to equal the luxury of these cars.

January of this year has been a very favorable month for railway work no heavy snowfalls interfering with the moving of produce and freight. The snowfall and temperature have been very similar to 1888, when the average temperature in Montreal at 8 a.m. was 1.71.

We are indebted to the London "Engineering" and "Engineer," the New York "Engineering News," and "Engineering Record;" the "Stationery Engineer"—"Power" &c., for our eclectic matter. Any Engineering or Scientific Journals that will kindly exchange with us we shall be glad to hear from.