

The Canadian Engineer

WEEKLY

ESTABLISHED 1893

Vol. XIV.—No. 8.

TORONTO, AUGUST 2nd, 1907.

{PRICE 15 CENTS
{ \$2.00 PER YEAR.

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. Advertising Manager, J. J. SALMOND.

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Phone 5758.

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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.

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ANNOUNCEMENT.

Owing to the agreement between the Postal Departments of Canada and the United States, by which the rates on second-class matter have been advanced from one cent to four cents per pound on all publications going into the United States, we are obliged to announce that the subscription rate on *The Canadian Engineer*, when going into the United States will be advanced to \$2.50 per year. Current subscriptions will be carried at the old rate.

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CANADA'S OPPORTUNITY.

It is very desirable that Canada should be one of the principal overland routes on the world's highway. The proposal for a fast line of steamers between Great Britain and Canada, Canada and Australasian ports on the Pacific, and between Canada, Japan and China is a scheme in which every Canadian should be enthusiastic. It would make the Dominion a large part of the main artery of the world's commerce, and would benefit, to an extent that it is almost impossible to estimate Canada's commerce. The uppermost thought of the promoters is to bring the different parts of the Empire into closer touch with each other, and to do this by means of a world route that would be strictly British. For this reason it has been popularly termed the "All "Red" route.

Up to the present time sentiment has practically controlled the project. This is all very well in its way, Everyone living under the British flag would like to see the different parts of the Empire brought closer together by means of quick communication. Would the project be a success from a commercial standpoint? This appears to be the vital question. The lack of rapid transportation has been the great drawback to trade between Great Britain and Canada. At the present time it is impossible to get quick delivery of goods coming from the Old Country, and vice versa. Even the mails are too slow. It should not take twenty days to get an English reply to a Canadian letter. If better facilities were afforded the trade between Great Britain and this country would be doubled and trebled within a very short time.

The new mail service would be an excellent innovation. It calls for the establishment of a service between Halifax and Blacksod Bay, on the west coast of Ireland, of a line of first-class steamships capable of crossing the Atlantic in three and a half days at an average speed of 25 knots per hour. The establishment of ferries between the east coast of Ireland and the west coast of Scotland and England by means of steamships so constructed as to be capable of conveying passengers and goods trains entire from port to port without disturbing passengers or unloading trucks; and the construction of such railways in Ireland as may be necessary, in conjunction with existing lines, to provide for an express passenger service between Blacksod Bay and the east coast at a speed of not less than fifty miles per hour.

Vessels for this service would have to be similar to those now being built for the Cunard Line, the "Lusitania" and the "Mauritania." State aid would have to be given toward the building of such immense vessels, and the amount of passenger traffic to and from Canada for a long time to come will not be sufficient to support vessels of this type.

Some idea of what these leviathans are like may be gathered from an article in the *Marine Journal* by Egbert P. Watson, M.E. Referring to the speed, which is about 28 land miles per hour, nearly as fast as that of the average passenger train, he says:—

"To attain it the vessels are of enormous size and "adequate engine power. This last is of the turbine "type, and its aggregate far surpasses anything "hitherto put into a ship, comprising a total of 60,000 "horse-power in both engines and boilers. The screws