

history of engineering is yet unwritten, it is due, to some extent, to the inaccessible nature, and sometimes loss, of the material with which the historian works. Though none of us be historians, let us at least help the one who, it is to be hoped, will arise some day by placing authentic, unpublished information on record for his use.

The writer would like to see the Canadian technical press made the repository of facts concerning earlier structures used in this country, which from their personal nature might die with their possessor.

Yours truly,

C. R. Young.

University of Toronto,

Toronto, January 17th, 1908.

(Convenient Freight Handling—continued from Page 58.)

of salt and sugar, barrels of cement, and miscellaneous articles weighing as much as 1,000 pounds each.

It travels at a speed of 70 feet per minute and consumes about 6 horse-power when delivering 1,000 packages weighing 100 pounds each, per hour. This rate of delivery is based on the speed at which the packages can be loaded and cared for at the terminal points, and is much below the actual capacity of the machine.

The plant was designed and installed by the Pacific Engineering Company, of Seattle, Washington, the conveying machinery being furnished by the Jeffrey Manufacturing Company, of Columbus, Ohio.

A conveyor of this type will often pay for itself in a few months, and if properly built and operated it will last for many years practically without repairs or renewals.

The Jeffrey Manufacturing Company has installed several machines of this general character for delivering freight to, and receiving from, ships direct, the outer end being made adjustable to the rise and fall of tide and freeboard of vessels.

(Municipal and Company Works—continued from Page 59.)

vants, but this does not apply to the learned professions, the appointment of higher officials and employees of especial skill and learning must always be by deed.

In **Crampton vs. Varna Railway Company**, the plaintiff was the contractor for building a line of railway and required for the accommodation of his men to erect shacks along the line of railway and upon the company's land. He was approached by the duly authorized agent of the company and agreed to erect cottages of a more substantial nature than the shacks on the understanding that they would be taken over by the defendant company after the construction work was done. The agent promised him that the company would pay him \$20,000 for the cottages when thus taken over, and the agreement was afterwards confirmed by a resolution of the board of directors. The Railway Company eventually refused to take the cottages or pay the price agreed upon and repudiated the bargain which was not under seal, and the contractor on bringing an action for the \$20,000 was defeated.

The court in giving judgment expressed its reluctance to decide against the contractor, but the law being clear there was no help and the unfortunate contractor who had neglected to have his agreement made under seal not only lost his case but was forced to pay the costs of litigation. L. R. 7 ch. App. 562.

## SOCIETY NOTES.

### Ontario Association of Architects.

The twentieth annual meeting of the Ontario Architects Association was held in Toronto on January 14th and 15th, 1908.

Mr. A. H. Chapman, of Toronto, read a paper on the "Waterfront of Toronto," in which he outlined a plan for a grand plaza extending 2,000 feet from York Street to Scott Street, having railway traffic accommodated on a stone viaduct, and vehicle and pedestrian traffic provided for on a broad thoroughfare and a green boulevard. The annual dinner was very successful. In the course of an address on

"Architectural Education" Mr. Wm. A. Langton, of Toronto, said: "The need for this lay in the fact that the profession needed a levelling-up action—a raising of all its members to a certain standard. This was not thought so much a matter of protecting the public as of protecting the profession itself." He denied that the Association wished to create a closed corporation, but regretted that whereas the legislation at present pending before the House restricted the title "registered architect" to those who passed a certain examination, there was nothing to make it imperative for a member of the profession to thus qualify himself. "We are trying," he said, "to get that word 'registered' struck out." He thought that the University should look into the matter with a view to adding to the present instruction given in architecture at the School of Practical Science.

Mr. John A. Ewan in addressing the Association and speaking as one who knew something of the views of others than the architects warned his hearers that public suspicion would be turned against anything in the nature of a "close corporation" in connection with the licensing or control of architects. He hoped that the passing of the proposed bill would not mean that a simple village carpenter would be thrown in jail or fined for attempting to build a woodshed for a neighbor.

Officers elected for 1908-9 were: President, H. B. Gordon; Vice-Presidents, John W. H. Watts, of Ottawa, and Geo. W. Gouinlock; Treasurer, A. H. Gregg; Registrar, W. R. Gregg.

The three new members elected to the council were: J. Francis Brown, Henry Sproatt and Murray White. The other members are: J. W. H. Watts, H. B. Gordon, A. H. Gregg, G. W. Gouinlock, E. L. Horwood, H. E. Moore.

A sub-committee will confer with President Falconer of the University to-day in regard to the establishment of a department of architecture at the University.

### Toronto Section of American Institute of Electrical Engineers.

At the January meeting of the Toronto Section of the American Institute of Electrical Engineers, held at the Engineers' Club. Mr. H. A. Moore presented a paper on the "Commercial Possibilities of Induction Motors." Mr. Moore gave something of the history of the introduction of induction motors, the conditions under which it does its best work. The different kinds of induction motor and the advantages of each class. An interesting and high technical discussion followed.

Earlier in the evening, at the invitation of the Executive Committee, a large number of the members of the Institute met for dinner at the St. Charles.

(Continued on Ad. Pages 4 and 5.)



## DEPARTMENT OF RAILWAYS AND CANALS, CANADA.

### TRENT CANAL.

### ONTARIO-RICE LAKE DIVISION.

#### SECTION No. 3.

#### NOTICE TO CONTRACTORS.

SEALED TENDERS addressed to the undersigned and endorsed "Tender for Trent Canal," will be received until 16 o'clock on Thursday, 12th March, 1908, for the works connected with the construction of Section No. 3, Ontario-Rice Lake Division of the Canal.

Plans and specifications of the work can be seen on and after the 1st February, 1908, at the office of the Chief Engineer of the Department of Railways and Canals, Ottawa, at the office of the Superintending Engineer, Trent Canal, Peterboro, Ont., and at the office of Mr. J. B. Brophy, Division Engineer, Trenton, Ont., at which places forms of tender may be obtained.

The lowest or any tender not necessarily accepted.

By order,

L. K. JONES,

Department of Railways and Canals, Secretary.

Ottawa, January 16th, 1908.

Newspapers inserting this advertisement without authority from the Department will not be paid for it.