



A Journal for the Building and Engineering Interests
of Canada

H. GAGNIER, LIMITED, PUBLISHERS

Saturday Night Building

TORONTO - - - CANADA

Ivan S. Macdonald, Editor and Manager

Address all correspondence to "CONSTRUCTION," Saturday Night
Building, Toronto, Canada.

Telephone { Private Branch Exchange connects with all Departments } Main **6640**
Main **6641**

BRANCH OFFICES:

MONTREAL - - Frank E. Tupper, Eastern Manager.
Board of Trade Building (Telephone Main 285)

LONDON, ENG. - - H. C. COOPER, Representative,
Byron House, 85 Fleet Street, E. C.

SUBSCRIPTIONS.—Canada and Great Britain, \$2.00 per annum. United
States, the Continent and all Postal Union Countries, \$3.00 per annum
in advance.

ADVERTISEMENTS.—Changes of, or new, advertisements must reach
the Head Office not later than the first of each month to ensure in-
sertion. Advertising rates on application.

CORRESPONDENCE.—The Editor will be pleased to receive communica-
tions upon subjects of interest to the readers of this journal.

Vol. 1 January, 1908 No. 3

Items of Interest

THE Builders Exchange of Toronto are now luxur-
iously housed in their new quarters in the late
addition to the Sons of England Temple on Berti street,
near the corner of Richmond street, the formal opening
of which took place December 9 last.

ENGLISH capitalists are making exhaustive experi-
ments in Sweden, in an endeavor to make paper
from peat. The paper thus produced would of course
only be of the coarse wrapping-paper variety, but it
should considerably relieve the demand for wood pulp. If
this can be accomplished satisfactorily the large peat
deposits in Canada could be utilized to advantage for this
purpose.

AGYROSCOPE for steadying ships was given a pub-
lic test last month off the river Tyne on the "See-
bar," formerly a first-class German torpedo boat, meas-
uring 116 ft. in length, 11.7 ft. beam, with a displacement
of 56.2 tons. The apparatus consists of a heavy fly-wheel
rotating about an axis, and carried by a frame which can
oscillate about a horizontal axis, the oscillating motion of
the frame being checked by brakes. The wheel is one
meter in diameter, weighs 1,106 lb., and makes 1,600 r.p.m.
It is steam driven. The periphery is provided with
blades and works like a turbine, the wheel being enclosed
in a casing. In the tests with the gyroscope out of action
the roll was about 14 deg., according to The Engineer.
London, while the boat was kept steady with the machine
acting.

TWO scholarships in McGill University, Montreal, will
be given by the Canadian Pacific Railway to those
employees or sons of employees who stand highest in en-
trance examinations next year. There are three students
now holding such scholarships.

FOLLOWING are the newly elected officers of the
Manitoba Association of Architects; President, Mr. S.
Hooper; first vice-president, Mr. J. Greenfield; second
vice-president, Mr. J. Chisholm; secretary, Mr. W. P.
Over; treasurer, Mr. L. T. Breston; directors, Messrs. J.
D. Atcheson, Wm. Fingland, S. F. Peters, V. W. Hor-
wood and H. Matthews.

THE Hutchinson-MacGlashen Company is the name
of a new firm of architects lately formed in Regina
to take over the business of G. E. Hutchinson, who has
been practicing at this place for the past three years.

Mr. MacGlashen comes from Boston, Mass., although
he has been practising his profession during the past few
years at Watertown, South Dakota. The offices of the
new firm will be in the Masonic block.

CANADIAN manufacturers of furnaces for residen-
tial heating, who are interested in foreign mark-
ets will find a valuable hint in the report of an American
Consul in China who states that there would probably be
an excellent opportunity for the introduction of American
furnaces for househeating in that country, especially the
northern ports. He states that he has already received
inquiries regarding the cost of installing a hot-air furnace
in a large house of 20 rooms. The consul also names
the principal importers of stoves in Shanghai. He adds
that catalogues of furnaces and stoves with lowest whole-
sale export prices and discounts, probable freight rates,
etc., should be sent to him.

THE Minister of Education for the province of On-
tario, Hon. Dr. Pyne, states that the government
will do nothing this session for the improvement of the
system of technical education in the province because of
the fact that the scheme will not be formulated in time
for presentation. He believes, however, that the Federal
authorities should aid the province in their efforts to pro-
vide technical training schools for their people. The Do-
minion, he argues, creates a tariff which excludes the
manufacture of other countries. It should, therefore, pro-
vide facilities for their production in the Dominion. The
question of technical education is an important one and
a rapidly growing country such as Canada cannot treat it
with indifference.

THE report of the Royal Commission appointed to in-
vestigate the "Quebec Bridge Disaster" is awaited
with much interest by the entire engineering world. The
contradictory nature of the evidence given before the com-
mission makes its task a difficult one. We reviewed the
evidence given by Chief Engineer Cooper at New York,
in the November issue of CONSTRUCTION. In their evi-
dence given later the officials of the Phoenix Bridge Co.
flatly contradicted many of Mr. Cooper's most important
statements. This evidence was most interesting not only
because it placed a large portion of the blame on the chief
engineer, but because it agreed with the evidence of Mr.
Cooper in showing that the whole affair from beginning
to end was loosely conducted, and that the Quebec Bridge
Co., the government and its officials came in for a large
portion of the blame for the catastrophe. The Commis-
sion promises to place the responsibility for the disas-
ter, and it is to be hoped that in their report the commis-
sioners will not spare either the government nor its offi-
cials from any portion of their responsibility for this great
national calamity.