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**THE  
 Canadian Architect and Builder**

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FROM time to time the daily newspapers report the case of some unfortunate workman who has been buried alive or fatally injured by the caving in of the drain or sewer in which he was working. The frequency of such accidents would seem to indicate that some contractors do not take the precautions that are necessary to protect workmen in their employment from injury. City engineers and others whose duty it is to supervise the work of contractors, should see to it that the latter are not allowed to shirk their duty in this important particular.

THE average house owner is not deeply interested in the health of his tenants, and goes no farther in the direction of sanitary improvements than the law or self interest compels him. Canadian tenants should take a leaf out of the book of the Chicago people, who are just now using the house owners' self-interest as a lever to keep their buildings in a sanitary condition. A Chicago journal states that "the public is getting more sensitive to sewer air every year, and to recognize its effects when it is not perceptible by its odor; and that whole blocks of nice-looking residences stand empty in some localities because when inhabited funerals were so numerous as to make them notorious." Canadian house owners who are seeking only to reap large profits from their investments, and have given no thought or care to the sanitary condition of their premises, will do well to take warning.

COMMUNITIES, like individuals, often fail to appreciate their advantages until dispossessed of them. Through neglect on the part of its official representatives, the city of Toronto has forfeited control of the Queen's Park and Avenue. The property, unless some new arrangement can be made, will revert to the University. Seeing that no land for park purposes is obtainable near the centre of the city, it is very desirable that negotiations should be commenced on the part of the city with a view to obtaining a new lease of the property. Toronto is sadly deficient in the matter of public parks and squares, which conduce so greatly to

the pleasure and comfort of residents in large cities, and form centres of attraction for visitors. In this park transaction the city is certain to be the loser, even though it should again secure control of the property, as the University will refuse to forego the advantage it has gained unless liberally compensated.

AN outcome of the recent difficulty between the master builders and their employees at Hamilton is the formation of an Independent Workingmen's Association. The members of this new organization state that they are not in sympathy with the methods of the unions or with their attitude towards the employers. They will endeavor to bring about a more friendly feeling between employers and employees, and favor a graded scale of wages in comparison with the skill of individual workmen. This organization is the natural outgrowth of the tyrannical conduct of the unions, whose members are expected, and indeed compelled, to sacrifice their individual opinions and desires, and follow the dictates of their leaders. If the unions hope to hold the allegiance of men of independent minds, they will find it necessary to allow their members greater individual liberty; and also they will need to recognize the justice of paying workmen in proportion to the amount and quality of the work they are able to perform.

SEVERAL contributors to this journal have recently pointed to the necessity for a standard of qualification which every person aspiring to practice architecture should be required to measure up to. The subject is a timely one, involving not only the interests of architects, but of the public as well. We have wisely decided that no person should be allowed to carry on the business of a plumber without first having passed an examination showing himself to be possessed of the necessary knowledge. He is even required to give a bond for the proper performance of his duties. Does not as much responsibility rest upon the architect as the guardian of human health and life, as upon the plumber? If so, why should not the one be required to prove his qualifications as well as the other? The time is surely coming when architecture will be placed on equal footing with the other professions, when only those who have fitted themselves by a proper course of study will be allowed to practice it. The duly qualified architects of the present day should unite as a body and seek to obtain the passing of the legislation necessary to place the profession upon the higher level where it properly belongs.

A FEW summers ago the Toronto City Council tried the experiment of planting flowers along the boulevards in Queen's Park Avenue. The result was most discouraging. Before the season was half gone scarcely a flower was to be seen. They were plucked by cruel passers-by almost as soon as their petals opened. Many of the plants were torn up by the roots, and either carried away or trampled under foot. The Council naturally enough concluded that it was useless to spend money in attempting to beautify the public thoroughfares and render the city attractive, so long as a portion of the population at least were so unappreciative as to wilfully destroy instead of seeking to protect and preserve what was designed to increase their pleasure and happiness. We observe that the City Council, into whose hands has recently passed the management of the Horticultural Gardens, will again test

public appreciation in this direction, by removing the wooden fence and allowing everybody to have free ingress to this delightful spot. We trust the result will prove that refining and civilizing influences have been at work among all classes of our citizens, and that all will unite in showing their appreciation of every effort put forth to make the city of Toronto as attractive as it is substantially prosperous.

THE City Council of Peterborough, Ont., are considering the introduction of a system of sewerage under the terms of a public competition. The proposal is to submit the plans to a committee of three engineers as arbiters—one to be selected by the city, one by the competitors, and the third by the other two; the successful competitor to have the commission of the execution of the work. This commends itself as the fairest tribunal before which any competitive plans can be laid; still, in view of the unsatisfactory nature of all competitors, we cannot endorse the scheme as heartily as we could desire. The questions at stake in the planning and laying out of a system of sewerage are very weighty, and require a great deal of thought. Few competitors can afford the time and money to visit a city and take in all the points, on the mere chance of gaining a prize, which will not compensate them for their time, unless they obtain the first prize. We have now several engineers of eminent in sanitary science in this province, and if gratuitous advice is ever of any value, we offer it to the City Council of Peterborough, and advise them to seek out and employ a consulting engineer. Let him have the surveys made by some one conversant with the needs of the city; inform him of any special points as to discharge of sewerage and areas to be specially sewered at once, and leave him from his experience to propound the most satisfactory system he can devise.

IT is probable that the eastern gap of the Toronto harbor will be dredged to allow of the passage being used by large vessels. If such should be done, some provision should be made which will allow of the erection of a swing bridge. We must have the means of reaching the Island by other ways than by the Island ferries. A street car line laid along the lake edge of the Island, and connected with the street car service of this city would meet the wants of a large number of our citizens. This line could be connected with the east and west end of the King street lines, and a belt line of cars run, with which all the other lines in the city could connect. Another belt line could be run by laying a line of rails up Bathurst street to College street, and running a line of cars along this route to the Island by way of Parliament street. A third belt line could be run by way of Bathurst street to Bloor street, along Bloor to Sherbourne street, and by way of Howard street to Parliament street, and thence to the Island. With these systems of street car lines in operation, ready access to the Island could be gained from all parts of the city. Arrangements could be made to use these tracks for the conveying of street sweepings and other refuse suitable for the purpose to the Island on cars or waggon. This work should be done in the early morning or at night. By this means the Island could be built up by the addition of material which would be most valuable when placed thereon, but which is of no value in the city. The distribution of material on the Island would turn it into a fertile garden, and make it possible to lay out a beautiful park which would be the resort of our citizens during the