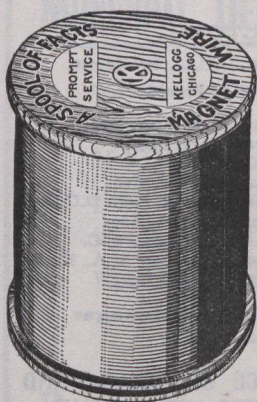


Equipment and Engineering

Interesting Notes on the latest Municipal and Telephone Appliances.

MAGNET WIRE



If you are in any way interested in Magnet Wire, either silk or enamel insulated, you will profit by mailing a card to the Kellogg Switchboard and Supply Company asking to be put on their Magnet Wire mailing list, as this firm has just issued a series of novel and forceful advertising matter that is really valuable in the technical information given.

As all buyers know, magnet wire comes in spools and the Kellogg Company have carried out this idea by compiling "Spools of Facts," 12 of them, each taking up one phase of the magnet wire subject.

These "spools" are printed on heavy stock in three colors to indicate the yellow wooden spool ends,

the glossy black of the enamel insulated wire and the green of the silk covered wire. Each "spool" is therefore an exact reproduction, enclosure size, and is cut in the shape of the real article.

On the inside, as stated, is presented a chapter on magnet wire service and quality. Some of these titles, to indicate their nature, are "Spool of Facts on Baking," "On Enameling," "On Prompt Shipments," "On Equipment."

In addition to these "spools" The Kellogg Company are distributing an attractive folder technically describing their Magnet Wire in an exceedingly interesting manner.

The subject of "Magnet Wire" is so new that few of us have any conception of the difficulty in the production of good wire and of the good points of service that do not appear on the surface of the wire on the spool.

Copies of the "spools" series will be sent out monthly. It will pay you to have your name on the Kellogg list.

In every exchange, time and again, information on small telephone parts is wanted, and is lacking. The Kellogg Company in their bulletin No. 65, recently from the press, have listed, with new cuts, binding posts and connectors. To quote from the first paragraph of the bulletin:

"Suitable binding posts, connectors or punchings are always in demand by operating telephone companies and also telephone and annunciator assemblers. This bulletin shows and describes a few of the products of our screw machine and punch press departments and the gauge and material of the connectors listed in this bulletin are those used regularly in turning out our own product. Our manufacturing equipment is complete and of the latest improved design producing each type of post or connector with wonderful accuracy."

In addition, this bulletin shows two views of the magnificent equipments used by this Company in the production of their unsurpassed line.

Non-Partisan Ballot

The fact that Wisconsin has refused to allow party emblems to be used on ballot papers is being, very properly, heralded by the "Chateauquan" as a great progressive step.

But because Wisconsin leads the way, every other State still continues the mischievous plan of asking votes to place their marks on a ballot paper which carries on it the emblems of the different parties and factions.

How very simple our Canadian system is, when compared with this.

Is it any wonder that the "Short Ballot" and "Commission Government" are so eagerly wanted across the line.

GOOD ROADS

Mr. Alexander Laird, General Manager of the Canadian Bank Commerce, in his annual report thus refers to roads:

"One of the most powerful and inexcusable local causes for the high price of food is the condition of our country roads. It must be clear that if a farmer has to travel ten or twenty miles to a city to sell his produce, every hour of delay to himself and his horses and wagon, every bushel or pound less he is able to carry, every day lost in the length of the life of his horses and wagon, cause just so much increase in the cost of the article he has to sell. To the extent that this needless and cruel loss might, if avoided, partly add to the farmers' profits and partly lessen the cost of the consumer, the state of our roads is little short of a crime. If the bad roads around a city cause the price of food to be much higher than it need be, one of the results is to enable producers hundreds, perhaps thousands, of miles away to enter into competition with the farmer in his own country, because the cost in transit over one mile of bad wagon road will cover the cost over many miles of good railroad. This competition may help the consumer by keeping prices from rising still higher, but it will not bring the price below the point fixed by the extra cost from the bad local roads. It will not do any good for those of us who live in well-paved cities to blame the farmers for bad roads. They cannot be expected to build good roads entirely at their own expense, and goods roads will not come so long as we wait for anything as unfair as this. It is not that we do not know to construct good roads. We know fairly well what we should do, but we hesitate to do it. In the excellent report on Highway Improvements in Ontario for 1911 there is a sufficient abstract of the systems adopted by the various countries of the world and by thirty-three states in the United States; of these, that in use in the State of New York seems to be the most complete. Under this system roads are classified as follows:

- (1) State roads built at the entire cost of the state.
- (2) County roads to which the state contributes one-half, the county 35 per cent., and the township 15 per cent. For maintenance the state collects from the townships \$50 per mile per annum, the remainder being contributed by the state.
- (3) Township roads, to which the state contributes one-third of the cost of construction.

"Can the people of Canada be made to realize that every man, woman and child suffers from the evil of bad roads whether they use the roads directly or not? Have we not as much intelligence as the citizens of these thirty-three neighbouring states?"

NEW SYSTEM NOT PERFECT

There are still difficulties in the way of Commission Government. Dissatisfaction is already felt with the Commission charter of Lynn, Mass., for example; and there appears to be under way a movement for the repeal of the entire document at the next Legislature. The trouble seems to be with the personnel of the Commission. There is a feeling that these men, against whom no deliberate insinuation of graft is made, are taking the salaries of experts for doing work which is distinctly not expert in quality.—Twentieth Century Magazine.

FAILURE OF TENEMENTS

That even model tenements are a failure is the opinion of Mr. Henry Attenbury Smith, the architect of the two best. Three distinct reasons are given.

First, legislation calls for conditions which are too expensive. Second, these built by philanthropists are too luxurious, and therefore too costly.

Third, the latter have had no expensive management.

The rents of model tenements in New York run from \$12 to \$22 a month, and there are thousands of people who cannot afford these figures.

Mr. Smith's solution is a Board of Appeal, and the caring for model tenements on ordinary business lines.

Mr. A. O. Graydon, C. E., formerly City Engineer of London, Ont., died recently at the age of 60. He was born in Canada after being employed in the City Engineer's staff, became City Engineer in 1891.

Mess. Cartwright, Matheson & Co. have removed from the Cotton Building to Rooms 601-8 in the Rogers Building, Vancouver, B. C.