

question presents itself: who will assume this responsibility? Is the city prepared to be responsible for accidents which may occur in connection with scaffolds which shall have passed examination at the hands of the inspector? If so, to avoid the possibility of having to pay heavy damages the city must make the inspection thorough, and to do this will cost a larger amount of money probably than the citizens will consent to pay for the service.

OUR subscribers who may have chanced to see a copy of the *Toronto Mail* of January 1st of this year, were undoubtedly very much astonished at the sixth page, devoted almost entirely to cards of Toronto architects—cards occupying a space of at least twenty lines, with the names of the firms in extravagantly large type. Anything more unprofessional could hardly have been desired, and it was difficult to understand how it was that the names of a majority of the members of the Toronto Architectural Guild thus appeared, when it is well known that this professional body sets its face against advertising, and especially against that form of advertising known as "puffing." We are glad then, to find that neither the Guild nor the *Mail* are entirely responsible for it, that, in fact, it was the result of a misunderstanding between the architects and the newspaper canvassers. They then went round among the architects and endeavored to persuade them to give them their cards for publication, at a cost of \$10, in a "holiday number" of the *Mail*, with a "special circulation." They met with rebuffs from all architects who know the true character of their profession, and seeing that they were likely to lose commissions as far as architects were concerned, they invented a story that they had laid their scheme before the Secretary of the Ontario Association of Architects and "it was with his approval that they ventured again to call." Without going further into the matter, some few men then gave up their cards and signed a form agreeing to pay the fee. In the meantime, the Secretary of the Guild had prepared a paper, signed by many members, in which they agreed that they would pay the fees on condition that nothing more should appear than a simple card, without any "puffing," on the further condition that an article on city architecture written by one of themselves should also be published. The canvassers were made to sign another agreement to the effect that if there was any "puffing," or if an architect's name appeared in connection with any building he had carried out, he (the canvasser) should not collect his fee. It is needless to say how entirely he broke his agreement. There was no "holiday number" with "special circulation"; the article on city buildings was compressed in the smallest type; names of architects appear in connection with their buildings; some of the cards occupy no less than forty line spaces, and are decidedly "puffing," and therefore the canvassers will find difficulty in collecting their fees from the thoroughly disgusted gentlemen who have been so provokingly taken in. When will the proprietors of legitimate business enterprises learn to confine their advertising to legitimate publications and refuse absolutely to have any dealings with "fakers"? Experience proclaims this to be the only wise course to pursue.

OUR ILLUSTRATIONS.

POLICE BUILDINGS, TORONTO—A. R. DENISON, ARCHITECT, TORONTO.

THE sketch published is the Ossington avenue elevation of a new station about to be erected at the corner of the Avenue and Bloor street. The cost, exclusive of land, will be about \$15,000. The main building will contain large public and small private offices, guard room, accommodation for 40 men, dormitories for waifs and strays, confiscated liquor, &c., gymnasium and sleeping apartments. The ground floor will be finished in stucco, with glazed brick dado, tessellated glass, and hardwood trimmings. The lavatory will be very complete, and finished in slate. The prison, and offices and stable of electric patrol system will be in rear of main building. The prison is connected by covered way, enclosed in wrought iron bars. The cells are to be made entirely of perforated boiler plate, fitted in wrought iron doors, and set upon cement floors, with passage

entirely round same. These buildings are to be heated by indirect steam process. The elevations to be finished in dark clinker brick, grey random rubble, and faced with Portage Entry stone. Roof will be black slate, relieved with terra cotta ridge tiles.

PHOTOGRAPHY PLATE—INTERIOR OF ST. PAUL'S R. C. CHURCH, TORONTO—JOS. CONNOLLY, R. C. A., ARCHITECT, TORONTO.

COMPETITIVE DESIGN FOR BATH-ROOM, BY "BIRDS-EYE," (E. G. BIRD), TORONTO.

COMPETITIVE DESIGN FOR FRONT PORCH, BY "MI YODEA," (ERNEST WILBY,) TORONTO.

ARCHITECTURAL DRAUGHTSMEN.

TORONTO, Jan., 1890.

Editor CANADIAN ARCHITECT AND BUILDER.

SIR,—In the November number of the CANADIAN ARCHITECT AND BUILDER, you made some remarks on the lack of good architectural draughtsmen in Canada, and the little interest shown by them in the profession. Now I think the chief cause of this is insufficient remuneration. If the Canadian architects were to pay their assistants at the same rates as those in the States and elsewhere, I think the standard would soon be raised, for this reason: Draughtsmen, if they take any interest in the profession at all, necessarily require more pay than will barely keep them, for not only must they get together the nucleus of an expensive library, but also save sufficient money to enable them to do a little travelling before becoming architects, besides many other things not required by ordinary clerks. To obtain the necessary funds at present, draughtsmen get as many jobs as possible to do out of office hours, and this time, which should be spent in perfecting themselves in the profession, is utilized for money-making. Last year this was why a number of them were unable to attend the meetings of the Draughtsmen's Association. No doubt this caused its failure as much as anything, and three years ago when the Association was first organized, a large number of those applied to to attend the first meeting were doubtful as to whether they would have time to go in for it on this account. Probably the architects will take this little matter into consideration whilst the professional improvement spirit is with them.

Yours truly,

DRAUGHTSMAN.

OPINIONS WANTED.

WINNIPEG, MAN., Dec. 23rd, 1889.

Editor CANADIAN ARCHITECT AND BUILDER.

SIR,—I shall be glad if you will give your views in the next issue of your valuable paper as to the better construction for a fire-proof vault—two 8 inch walls with 2 inch air space between, or 12 inch wall outside and 2 inch air space with 1 inch wall inside, bonded say every 5 feet super. to outside wall.

Yours faithfully,

ARTHUR T. TIMEWELL.

[We should be inclined to favor an 8-inch wall, but would like to hear the opinions of some of our readers on the subject.—ED. C. A. & B.]

PERSONALS.

It is reported that a Mr. Lloyd, architect, of Detroit, Mich., will remove to London, Ont., and assume the business of the late Geo. F. Durand.

Mr. M. J. Hynes, Managing Director of the Hynes Terra Cotta and Brick Co., Toronto, was waited on by his staff of employees on Christmas Eve, and presented with a gold-headed cane, as a mark of their appreciation. Mr. Hynes cordially reciprocated the kindly sentiments expressed towards him.

One of the most prominent men in the ranks of Canadian Civil Engineers has passed away in the person of Mr. Samuel Keefer, who died at his home in Brockville on the 7th inst. He has been identified with the construction of many of the leading public works of the country. One of the triumphs of his skill was the construction of the Suspension bridge at Niagara Falls in 1869. He was also architect for the old suspension bridge at the Chaudiere, and was connected with the Grand Trunk railway from 1851 to 1854. During his lifetime he filled many very responsible Government positions, among them Government inspector of railways and deputy commissioner of public works. In this latter capacity, during the absence of the chief commissioner, he was charged with the selection of plans for the Parliament buildings at Ottawa, and his report was adopted.