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The Editor does not hold himself responsible for opinions expressed by his correspondents.

No notice will be taken of anonymous communications.

Recent Wonders in Electricity, Electric Lighting, Magnatism, Telegraphy, Telephony, &c., by Henry Greer, (New York: N. Y. Agent College of Electrical Engineering.)

This is an interesting work, though, "hastily compiled and written," and contains among other valuable information, descriptions of the Brush Storage System, of various kinds of electrical apparatus, e. g., recent telephones, Ayrton's electric motor, the Ferranti dynamo, the Ball unipolar dynamo, Hopkinson's current meter, &c. Important papers on electrical transmission and storage by Siemens, on electro-magnets by Count du Moncel, on electric lighting by water-power by Grierson, are reproduced in full, and the work concludes with several articles on recent advances in telegraphy.

LONDON is now without a rival as regards size and population, not only in the present, but as far as is known in the past history of the world. London, or the Metropolis, as defined by the Metropolis Management Act of 1855, contains at present nearly 4,000,000 people, covering an area of 117 miles, upon which are built 500,000 houses. Its population is equal to that of the whole State of Holland, is greater than that of Scotland, and double that of Denmark. At the same rate of increase, by the end of the century, it would equal that of Ireland, as indeed Outer London now does. Its population has quadrupled since 1801, when it numbered 959,000; and it is now increased at the rate of 70,000 per annum, equivalent to the addition to London every year of a city as large as Geneva or of Plymouth. The rateable value of property in London has grown from £6,000,000 in 1841 to £28,000,000 at present, or nearly five-fold in forty-three years. But the traffic through London has risen even more rapidly. The arterial lines of thoroughfare, wide enough half a century ago, are now altogether insufficient. Thus, although the Strand and Cheap-side has been relieved by the formation of a new route between Charing Cross and the Bank, along the Victoria Embankment and Queen Victoria street, and Holborn has been relieved by a new route from Oxford street to Shoreditch, and new and widened streets continue to be made through the city and other crowded localities, the old lines of thoroughfare still remain congested by the traffic. There now pass over the Metropolitan bridges daily 354,000 pedestrians and 75,000 vehicles, the annual increase being at the rate of 4½ per cent. and 18 per cent. respectively. The traffic on three Metropolitan railways has risen from 79,000,000 passengers in 1871 to 136,000,000 in 1881, or to 873,000 daily. —*Inst. C. E. Eng.*

ARCHITECTURE AS A STUDY.

(Being a glance at the origin and development of some of the modern styles.)

BY A. T. TAYLOR, M.R.I.B.A.

(Continued from page 42.)

How shall we know Early English when we see it? may be the natural question of some of you.

I have shown in the diagrams a few leading characteristics. Examine the mouldings, the capitals of the columns, the arches and the general ornament.

I have already stated that the Norman style is distinguished by round arches, except in the transition period when it was merging into Early English. At that time we find pointed arches alongside of round ones as in Kelso Abbey and elsewhere, but these are exceptional.

You will remember that the mouldings are bold and generally round and not much undercut, that the earlier capitals are cushion shaped although more or less enriched, and that the whole features have a rough though healthy vitality.

In the Early English we find much more refinement, the arches are now quite pointed—sometimes very acutely so—the columns instead of being massive round ones, are clustered, the mouldings are undercut, that is, deep hollows filled with shadow. The capitals are sometimes gracefully plain and bell-shaped; at other times carved in what is generally called the "stiff leaf foliage," and as an enrichment in the mouldings the "dog-tooth" ornament is very largely used—a very simple, yet extremely effective enrichment. You are familiar with the term "lancet" windows which were in use at the beginning of the Early English period, but their builders speedily grew bolder and wanted larger and richer openings, and the development of tracery in the windows soon succeeded.

To enrich their gables, they put on crockets and finials and they became bolder than their Norman predecessors and covered large interiors with groined vaulting which they beautified by moulded ribs and richly sculptured bosses.

This style alone deserves a lecture to itself but I must let this suffice for the present and introduce you to the next period which is popularly called the Decor-