

EDITORIAL NOTES.

The new high-pressure system at Winnipeg, under test, gave two hundred pounds pressure in two minutes. The recent discussions revolving around the power plant topic gave twice as much pressure in about two half seconds.

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The Canadian Pacific Railway might reasonably make a new appointment. "The Official Denier of Rumors" could be his designation. After the Press had almost purchased the Boston and Maine Railroad for the C.P.R., the irresponsible newspaper correspondent is now about to acquire the Chicago and Great Western Railroad for the Canadian Company. The Canadian Pacific Railway will, perhaps, become weary of denying such reports. They do little harm to the Company, while at the same time they afford pocket money for the great imagination.

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The Canadian Commercial Commissioner for Mexico, Mr. A. W. Donly, in his most instructive report on the commerce of that republic, states that both in Mexico and the southern and western parts of Jalisco there is at present under way a considerable development in copper mining, and, with the port of Manzanillo so conveniently situated, it would be quite feasible to ship either the ores or the copper matte to the British Columbia smelters. As the ores, for the most part, carry a high percentage of copper, they would easily stand the cost of transportation. The output in the immediate future is not likely to be very great, but with the amount of development work now being done, it is certain to be greatly increased in the very near future. Mexico is fast becoming a very important factor in copper production. It has made relatively greater strides in five years in this direction than any other country in the world.

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With Siberia we usually associate the "salt mines," to which the victims of Russian despotism and autocracy are condemned. The Siberian railway route, in print, does not appeal to the imagination. Apparently, a journey over that road is not the greatest comfort on earth. Canada's commercial representative in Japan has been privileged with a glimpse of the diary of a Yokohama resident, who recently made a trip from that Japanese port to London, via Siberia. One gathers that the Siberian route has nothing to offer in the way of scenic beauties or luxuries of which the Canadian Pacific Railway can boast; but any one pressed for time, and travelling light, is afforded a very quick passage to Europe. Provided only hand baggage is taken, and that one is fairly easy-going, there is little to seriously complain of along the whole route. Of course, there are tiresome delays now and again, great carelessness is displayed in the ventilation of the cars, which are sometimes below freezing point, and again so over-heated as to be unbearable; the visits of customs inspectors are fairly frequent, while the food is served up to suit Russian palates rather than those of Western Europeans. Extraordinary delays and robberies of baggage, too, are frequent. The interminable birch forests, at parts of the journey, are succeeded by long stretches of the most monotonous, uninviting landscape in others; the only bits of fine scenery being encountered near Lake Baikal.

ENGINEERING SOCIETIES.

CANADIAN RAILWAY CLUB.—President, W. D. Robb, G.T.R.; secretary, James Powell, P.O. Box 7, St. Lambert, near Montreal, P.Q.

CANADIAN STREET RAILWAY ASSOCIATION.—President, E. A. Evans, Quebec; secretary, Acton Burrows, 157 Bay Street, Toronto.

CANADIAN INDEPENDENT TELEPHONE ASSOCIATION.—President, J. F. Demers, M.D., Levis, Que.; secretary, F. Page Wilson, Toronto.

CANADIAN SOCIETY OF CIVIL ENGINEERS.—413 Dorchester Street West, Montreal. President, W. McLea Walbank; secretary, Prof. C. H. McLeod. Meetings will be held at Society Rooms each Thursday until May 1st, 1908.

ENGINEERS' CLUB OF TORONTO.—96 King Street West. President, C. B. Smith; secretary, C. M. Canniff, 100 King Street West. Meetings held every Thursday during fall and winter months.

CANADIAN ELECTRICAL ASSOCIATION.—President, R. S. Kelsch, Montreal; secretary, T. S. Young, Canadian Electrical News, Toronto.

CANADIAN MINING INSTITUTE.—413 Dorchester Street West, Montreal. President, Frederick Keffer, Greenwood, B.C.; secretary, H. Mortimer-Lamb.

NOVA SCOTIA SOCIETY OF ENGINEERS, HALIFAX.—President, R. McColl.

AMERICAN INSTITUTE OF ELECTRICAL ENGINEERS, TORONTO BRANCH:—Louis W. Pratt, Secretary, 123 Bay Street, Toronto

AMERICAN SOCIETY OF MECHANICAL ENGINEERS.—29 West 39th Street, New York. President, Frederick R. Hutton; Secretary, Calvin W. Rice. The next monthly meeting will be held at the Society's rooms on January 14th. The subject will be "Car Lighting," the presentations being made by Mr. R. M. Dixon, president of the Safety Car Heating and Lighting System.

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Below are given extracts from two letters received this week.

From the Assistant Chief Engineer of one of Canada's great railroads:—

"I beg leave to say that it is taken regularly in this office. I think your paper is improving, and wish you continued prosperity."

From an engineer now in his 90th year:—

"I suppose I am quite a stranger to you, as was the Canadian Engineer to me, until the present time. I have read most of this number, (November, 1907), and am much pleased with it. Had I known of such a publication I would have long ago been a subscriber. But from the present time, please to consider me as one, and send it to me."

WITH THE MANUFACTURER.

The "Pittsburg" high-speed vises, manufactured by the Pittsburg Automatic Vise and Tool Company, Pittsburg, Pa., are well represented on the ships of the American Pacific fleet, which started recently on its famous trip. The use of these special type tools as the equipment of ships, is due to the fact that they can be instantly taken from the bench and thrown to one side, out of the way. Another reason is due to their adaptability as a chuck on the drill press, planer, or milling machine, as well as an indispensable tool for bench work, then doing away with extra tools.

The Northern Engineering Works, of Detroit, Mich., report the following sales: A No. 54 Newton cupola for the Standard Pulley Co., of Cincinnati, Ohio; new power station of the Columbia Improvement Co., Seattle, Wash., have procured a 50-ton, three-motor electric crane, as well as cupolas to the Noyes Stone Co., Waterville, Me., and the Progressive Stone Co., of Colorado City.