

—The Consolidated Lake Superior works at Sault Ste. Marie are all closed, and are to be sold under the mortgage on October 8th. The workmen not having been paid indulged in rioting, and broke the windows of the office building. Troops were sent from Toronto to assist the local authorities. It is to be hoped arrangements can be made for an early resumption. In the meantime the employees are finding plenty of work elsewhere.

—It was a revelation to the members of the Canadian Press Association who went to the Temiskaming district in September, to see the possibilities of that part of New Ontario. The scenery along the Kippewa branch of the C.P.R., where it skirts the Ottawa River from Mattawa north, and on Lake Temiskaming, is grand. At the north end of the lake the beginning of the clay belt is reached, and no more fertile lands are found in Ontario than are there. Settlers are pouring in, and excellent colonization roads have, and are being constructed, by the Ontario Government. The new Temiskaming railway will soon afford an outlet. The Temiskaming country possesses great possibilities, and will, before long, become the home of a large agricultural and industrial population.

—We must now acknowledge Germany to be in the forefront in high speed electric railways. In October and November, 1901, The Canadian Engineer gave an account of the equipment of the German military electric railway from Berlin to Zossen, on which speeds were at that time made of over 90 miles an hour. It was found, however, that these great velocities were destructive not only to the framework and some parts of the machinery of the cars, but to the roadbed itself, and since then German engineers have undertaken to remedy the defects, and with more success. It is said that the difficulty with the roadbed has been got over by forming the sleepers of two kinds of wood, oak or similar heavy wood, in which is embedded a slab or scantling of pine, the idea being to combine strength and solidity with a certain spring required to relieve the cars of violent vibration and concussion. At all events, in the series of trials made a few days ago on the stretch of road from Marienfelde to Zossen, speeds were made rising from 106 4-5 miles per hour in the first run, up to 189 kilometers, or over 118 miles an hour in later runs. This is beyond any present hope of competition by steam railways, and the attainment of such speeds in regular commercial traffic on electrically equipped railways is now only a question of the extra cost of roadbed and rolling stock fitted for the speed.

—Some of the most eminent Canadian geologists have said that no coal need be looked for in the Province of Ontario, even in the northern regions towards James Bay. But now John M. Bell, one of the explorers sent out by the Ontario Government to look for indications of this mineral so much desired by the people of the Province, reports that he has discovered along the Abittibi immense deposits of lignite coal or strictly speaking a much carbonized and very fine peat. These deposits occur chiefly around the shores

of Lake Kesagami, about 50 miles south-east of Moose Factory, in a region hitherto unexplored. Of what he saw at a place on the Someska River, he says: "The deposit occurring at this point is too extraordinary to be discussed within the compass of this letter, but, in brief, it may be said that coal of excellent quality occurs on both sides of the Abittibi River, and sometimes at great thickness. At several points it was 24 feet thick, and if I remember rightly, it appears continuously, as shown by our test pits, for some 350 feet on the west side, and again higher up on the same shore for about as much again. The outcrop on the opposite bank is much smaller. Unfortunately no boring operations could be conducted in the interior owing to the thick coating of boulders overlying. Though not a continuous deposit, as on the Someska, still, there is a great deal of fine coal in sight, and if not fit or in large enough deposits for export—I do not say that it is not—it will certainly be of value for local consumption when the north country is opened up. The coal on the Blacksmith Rapids, as that on the Someska, burns freely in the open air." This is not the first nor the tenth time in Canada that the pronouncements of expert geologists have been falsified by actual discoveries, and some of the greatest mines in other parts of the world are producing various minerals at places, and under conditions that seemed geologically impossible. In view of Mr. Bell's discovery and others of a like nature, it would seem to be wiser for geologists to tell us what can be found in such and such regions, but to make no predictions about what may not be found.



GEORGE E. DRUMMOND,

George E. Drummond, who has been elected president of the Canadian Manufacturers' Association, commenced business in Montreal in 1881, associated with his brother, Thomas J. Drummond, and James T. McCall, under the firm name of Drummond, McCall & Co. This business has been a continuous success, and stands to-day as the leading merchant firm in the iron and steel industry of Canada. Mr. Drummond was born in Ireland, and educated in Montreal. He has, since he first engaged in the iron and steel business, been a progressive force, and has for many years been an acknowledged authority on all questions pertaining to this most important industry in Canada. As the outcome of the growing business, conducted by Drummond, McCall & Co., other incorporated companies have been launched