

ECONOMY IN COAL.

In addressing the Glasgow University Engineering Society the other day, the president, G. T. Beilby, said that there are in Great Britain steam engines and boilers with a yearly output of at least 5,000,000 horse-power. The coal consumed by these is not less than five pounds per indicated horse-power, or, on the whole, 40,000,000 tons. By the use of gas engines and steam turbines the coal consumption might be reduced to one and one-half pounds per indicated horse-power hour, or, on the whole, to 12,000,000 tons. The saving in coal, therefore, would be equal to 28,000,000 tons, valued at £9,800,000. The cost of making the change need not exceed £50,000,000, or, if the power is to be delivered as electricity, £60,000,000, or respectively \$250,000,000 and \$300,000,000.

Theoretical economies of this kind, he added, were often disregarded, but in the present instance they would amount to over 16 per cent on the capital expenditure, and still more would result if one takes credit for more efficient plant reducing working costs.

—Lethbridge, Alberta, is having a strike on its hands, the employees at the coal mines having quit work in the attempt to obtain higher wages. In a scrimmage between the miners and the police last week several people were badly hurt, and some houses belonging to non-union men have been dynamited or burned down.

—The increase in shipbuilding in Germany in the last twenty years has been quite remarkable. According to a recent compilation the capital invested in shipbuilding yards in that Empire in 1881 amounted to only £765,000 sterling, and the output of the yards was 23,986 tons. But by 1901, the capital employed was £3,300,000, or more than four times as much, and the output was 235,171 tons. The four largest shipyards employed 4,250 men in 1881, but the number had increased to 19,460 men in 1901. This ratio of growth shows what may be expected in another decade or two.

—The inspector of grain at Winnipeg has just made public some interesting statistics concerning last year's wheat crop. These statistics show that the inspections for seven months of the crop year totalled 51,235,506 bushels, being 11,448,506 bushels in excess of the entire inspection for the preceding year. Allowing seventeen million bushels for seed and flour, sixty-eight million bushels are accounted for, leaving seventeen million in interior elevators and farmers' hands for export. The quantity in interior elevators was greatly reduced during March, owing to heavy shipments to lake ports and light primary receipts.

—Some of the subjects to be discussed at the congress of Chambers of Commerce of the British Empire, to assemble in London on the 10th of July, are already made known. For example, "British Commercial Agents in the Colonies," "Cable Communication," "Canadian Bankruptcy Law," "Commercial Relations Between the Mother Country and Her Colonies," "Defence of the Empire," "Emigration," "Fast Steamship Services," "Food Supply," "Imperial Penny Postage," "Most-favored-National Treatment with British Colonies," "National Indemnity in Time of War," "Shipping Bounties," "British Capital in the Colonies." It is extremely likely that a somewhat unusual interest will be aroused, by the first-named of these subjects, seeing that the United Kingdom is so handicapped compared with the United States by lacking commercial agents in her own possessions.

—The stream of immigration into Canada has started in good earnest, and bids fair to eclipse all previous record. In the first week of the present month the arrivals at Windsor station, Montreal, numbered 8,630, compared with 2,910 in the same week last year, and a significant fact noted is that probably 90 per cent. were of English origin. The

scenes at the Windsor station have been of a novel character, with upwards of two thousand English men and women thronging the waiting-rooms and platforms in a day. There was hardly an aged person in the whole party, we are told by the "Gazette" reporter; the large proportion of the newcomers being young men and women, with a fair sprinkling of children. There were babies by the score, and the big rotunda had the appearance of a picnic ground at times. One noticeable fact was the apparent prosperity of the party. The baggage room was taxed to its capacity, tons of boxes and trunks being handled.

—Mr. A. P. Low, director of the Geological Survey of Canada, spent parts of 1903 and 1904 in Hudson Bay, being then in charge of the whaling-ship "Neptune," sent up to settle doubtful questions as to the navigability of the Straits and Bay, and to assert the authority of Canada over that sea. He wintered in Fullerton Bay, which, we believe, is on the west side, north of Chesterfield Inlet, and 500 or 600 miles from the western end of the Straits. He says of the resources of Hudson Bay that "fish are so abundant that a couple of drags of a net some sixty feet long yielded no less than 6,000 pounds." "Neither the Bay nor the Strait is wholly frozen over at any time in the year. The ice forms for some 60 or 70 miles from the shore. . . . Copper on the west side and iron on the east side of the Bay have been discovered during chance trips, and excellent mica is being taken by a Scotch company from the northern shore of Hudson Strait." These vast northern regions [Labrador and Hudson Bay] in Mr. Low's opinion undoubtedly contain much and varied stores of mineral wealth.

—Chicago city elections, held about ten days ago, were of more than usual interest, because of the fact that municipal ownership of the street railway was the vital issue. Three propositions were submitted to the voters, the first of which was:—Shall the city of Chicago proceed to operate street railways? This proposition required 60 per cent. of the total vote cast in order to become effective. The total vote was 231,171. Of this number the proposition to proceed to the immediate operation of the street railways secured but 120,900 votes, about 17,792 short of the necessary three-fifths. The second proposition involved the approval of the issue of street railway certificates in amount not to exceed \$75,000,000 for the purchase, ownership and maintenance of the street railways. This was carried by 110,008 to 106,669. The third question was:—Shall the city council proceed without delay to secure the municipal ownership and operation of the street railways under the Mueller law, instead of granting franchises to private companies? This proposition was carried by 111,862 to 108,025, a narrow majority, but sufficient.

—United States lumbermen are apparently deeply interested in British Columbia timber. One of the best indications of the interest of American lumbermen, says the Vancouver "Province," is the purchase by them of Mr. L. M. Proctor's half interest in the Fernie Lumber Company, the price paid being \$37,000. It is said that Mr. McDougall, who owns the other half, is being asked also to sell. The buyer was Mr. James M. W. Hall, of Boston, president of the Machias Lumber Company, of Machias, Maine. A number of these Eastern men personally visited Kootenay, to look the district over. Michigan lumbermen, comprising E. Ealey, C. Yonkey and Rufus Smith, have secured the fine limits on the shores of Violin Lake, about five miles from Rossland. A couple of years ago these were bought by Mr. G. M. Annable, of Moosejaw, and associates, and they have cleared a handsome amount by holding them for that time. The Michigan company will erect a mill at Trail. American capitalists are also, it is declared, behind the Edmonton Lumber Company, which has been incorporated with a capital of \$60,000 to operate limits on the upper Saskatchewan River, with a mill at Strathecona. Messrs. A. H. Clark, J. A. L. McDougall and H. M. Wilson, of Edmonton, are also interested.