

information on rail bonds and rail bond tools for various requirements. Recent improvements are described and a considerable quantity of engineering data included. The catalogue is well illustrated and covers 54 pages.

**Floor and Ceiling Plates.**—A catalogue of special interest to heating and plumbing trades descriptive of various types of plates, automatic wood wheel and key valves, self-cleaning water gauges and various other accessories for steam and hot water systems. Published by the Beaton and Cadwell Manufacturing Co., New Britain, Conn.

**Lagonda Multiple Strainers.**—It describes a strainer manufactured by the Lagonda Manufacturing Co., Springfield, O., for water intake lines of power plants and pumping stations for the removal of solid matter without any interruption to flow. The catalogue contains much descriptive information; it is well illustrated, and covers 20 pages.

**Railway Motor Gears and Pinions.**—A 20-page bulletin issued by the Canadian General Electric Co., Toronto, describing their various grades of gears and pinions. The description covers solid cast-steel, split cast-steel and forged gears. It explains their construction and gives some valuable gear formulæ, together with tables of classification and dimensions.

**Oil and Gas Engines.**—A 50-page catalogue issued by the August Mietz Iron Foundry and Machine Works, New York, descriptive of Mietz and Weiss oil and gas engines, stationary and marine, for operation by kerosene, alcohol, fuel oil, distillate and crude oil; 2 to 400 h.p. Also a catalogue descriptive of Mietz and Weiss marine oil engines, reversing friction clutches, starters, etc.

**Chloride and Tumor Accumulators.**—A 24-page catalogue issued by the Canadian General Electric Co., Limited, Toronto, descriptive of these types of accumulators for electric railways, central and isolated lighting and power plants, interlocking switch and signal service, telephone, telegraph, fire alarm, laboratory and small motor work. The catalogue describes both types in detail as to sizes, capacities, working conditions, parts, etc.

**Measuring Tapes and Rules.**—A handsomely illustrated and well-bound 110-page catalogue published by the Lufkin Rule Co. of Canada, Limited, Windsor, Ont., as Catalogue No. 9. A wide assortment of tapes and their accessories, including hooks, tension handles, reels, arrows, as well as a large variety of steel and boxwood rules, yard-sticks, squares, etc., as required by engineers, contractors, surveyors, lumbermen, etc.

**Motor-Driven Pumps.**—Catalogue No. 3,002-A of the Canadian Westinghouse Co., Hamilton, Ont., describing in 24 pages the motors which that company manufactures for driving all types and sizes of pumps. The catalogue contains quite a supply of information on the requirements of pumps for sewage disposal systems, waterworks, mines, industrial plants, fire departments, irrigation work, dry-docks, contractors' use, etc.

**Appliances for burning Fuel Oil.**—A large, handsomely illustrated 32-page catalogue issued by the Tate, Jones and Co., Inc., Pittsburgh. It outlines the economy of oil for steam production; the advantages of oil fuel for furnaces; the importance of the burner to success with fuel oil, giving actual results in each case. The remainder of the catalogue describes the company's types of burners, and systems of pumping, heating and regulating oil flow.

## BOARD OF HEALTH APPROVALS.

During the week of September 7th the Provincial Board of Health of Ontario approved of the sewer extensions of Arnprior, Kingston and New Liskeard. Water mains for the city of Toronto were also approved of.

# Coast to Coast

**Moncton, N.B.**—The gates of Moncton's new 50-foot reservoir are now closed, according to the recent announcement of City Engineer Edington; and when it has been flushed sufficiently to remove all debris, a water supply will be turned on in the town. It is expected that the supply will be available in about two months' time.

**Cagetown, N.B.**—Finishing touches are being given to the rail-bed of the Valley Railway, which will connect Gagetown and Fredericton, and over which it is fully expected a service will be commenced this winter. Rails have been laid as far as the station, and the station building has been completed. The water tank at the station is not yet in working order. The well in connection with the tank has been dug to a depth of 200 feet; but this depth does not give sufficient depth for the flow of 40,000 gallons per day which is required.

**St. John, N.B.**—The Dominion Bridge Company has practically reassembled its construction plant at the eastern side of the river at the Falls. The trestle, which starts below the rock cut on the C.P.R. track and crosses over at the corner of Chesley Street to the approach of the bridge, has been finally connected; and the granite work on the skew-back piers on the east side are being finished by Messrs. J. McVey and Son. Within a few days, the Bridge company will be ready to swing out the steel on the eastern part of the arch to complete the bridge.

**Saskatoon, Sask.**—It is stated that in connection with the work on the large reinforced concrete bridge being erected at Saskatoon, the contractor has installed a pneumatic concrete mixing plant, a patented mixer, in which the mixing is done by compressed air and the concrete is transferred from the mixer to the point of disposal under air pressure. Also the difficulty which was experienced last winter in constructing the river pier third from the east abutment causing this work to be left unfinished, has been overcome; and now but one pier on the whole work remains to be undertaken.

**Valcartier, Que.**—Since the action of the Dominion Government making Valcartier on the C.N.R. the centre for the Canadian military camp, the railway company has constructed a main line, 8,800 feet long, from mileage 15.05 to a point on the Gosford branch of the system. On this line, 3 sidings have been laid as the main transfer point: one of these is double-ended, the other two entering only from the west. Several additional sidings have also been built, and a 12-degree loop from the west end to the sidings is connected with the Gosford line in the return direction. The engineering work for this new terminal was supervised by Mr. C. H. N. Connell, engineer of maintenance of way on the C.N.R.

**Ottawa, Ont.**—An announcement made at Ottawa at the beginning of this month stated that Canada has taken over the wireless stations at Port Nelson and The Pas. The stations were erected with government funds by the Marconi company, which had the contract to operate them for a year. The period for their operation by the Marconi company is expiring. It has been decided that the operation hereafter can be best carried on by the wireless branch of the naval service department. The two stations will form part of a wireless chain which the government proposes to provide for Hudson Bay. Both The Pas and Nelson stations are equipped with apparatus of high power. They have a despatching reach of 400 miles overland. Other stations will be erected further north. There will be one on Maunsel Island, at the western