

COAST TO COAST.

Hamilton, Ont.—The population of this city, according to the latest census, is 89,000, and the assessment \$67,000,000.

Moose Jaw, Sask.—The work on the new C.P.R. dam on Manitoba Street East is progressing slowly, but steadily.

Fort George, B.C.—Recently discovered copper deposits found to the west of this town are causing considerable activity among miners residing here.

Winnipeg, Man.—Surveys have been started in order that the line of a proposed railway, to be known as Canada to the Sea, and extending from this city to the Gulf of Mexico, may be ascertained.

Vancouver, B.C.—Vancouver business men, including a few in the immediate surrounding country, have purchased pleasure yachts from Seattle parties, during the last two years, to the amount of over \$250,000.

Montreal, Que.—The Canadian Pacific Railway has arrived at an agreement with the owners of the collier *Helvetia*, which was sunk in the St. Lawrence by the *Empress of Britain* on July 27th last, and have paid them the sum of \$300,000 as compensation.

Ottawa, Ont.—A delegation representing the National Builders' Exchange waited upon Hon. W. T. White with a demand for an imposition of higher duty on every kind of building stone, save rough quarry blocks, coming in from the United States. Consideration was promised the delegates.

Ottawa, Ont.—The medical health department of this municipality recently added a dose of hypochlorite to the water about six times stronger than ordinarily prescribed, and advised the citizens to allow their taps to run in order that the mains might be sterilized. In conjunction with this all dead ends of mains were opened.

Nelson, B.C.—Experiments to show the existence of the platinum group of metals in the ores of the Granite-Poorman mine have been commenced by A. Gordon French and his son, Thomas French, before W. Fleet Robertson, provincial mineralogist. The demonstration is taking place at the Granite-Poorman mill and will probably occupy several days.

Montreal, Que.—The students attending McGill University are working to have a printing press installed for the printing of all the materials required by the various organizations. The faculty heartily endorsed the scheme, but were unable to make financial contributions; the students, however, are making every effort for the installation, and it is probable that such will be made in the near future.

Montreal, Que.—The management of the Canadian Express Company have inaugurated a new era in transportation of expressage by installing to their service a number of electric trucks. Three are of two-ton capacity and two of one-ton capacity. They have a speed of from 10 to 12 miles an hour, which is more than double the efficiency of the old horse truck, and will travel for 45 miles on a single charge. The large vehicles are 166 inches in length over all and 76 in width. The others are 149 inches in length and 72 in width, respectively.

Winnipeg, Man.—Thirty-eight tons of foodstuffs of all kinds was condemned and ordered destroyed by the city health department during September, according to the monthly report submitted to the committee. The largest item was fruit, of which 31 tons was seized. Five tons of vegetables and half a ton of canned goods were the other largest items. During the month the dairy inspectors made 471 inspections 131 milk samples and 4 cream samples were taken for analysis. One prosecution for milk below standard and one for cream resulted and convictions were obtained in each case. Seven cows were tested for tuberculosis and all passed. Over 100 samples of water were taken for analysis.

Ottawa, Ont.—The Department of Trade and Commerce is issuing a circular letter to the principal boards of trades throughout Canada, asking for information on the possible development of natural resources in each locality. This information, when obtained, will be forwarded to the Imperial Royal Commission, which is now in session in England, with Hon. G. E. Foster as a member. The letter asks for details as to what industries could be suitably developed to work up raw materials which are already produced under profitable conditions, and as to existing obstacles in lack of capital, labor or means of transportation hitherto preventing development of these industries.

Montreal, Que.—A company has been incorporated under the Dominion Companies Act with the title, Siemens Company of Canada, Limited, who will act as sole representatives of the "Associated Siemens Companies" in Canada. The head offices of the new company will be situated in the Transportation Building, Montreal, and the existing offices in Toronto and Winnipeg will be taken over in due course as branch offices. Mr. Arthur S. Herbert, the present Canadian manager, has been appointed general manager; Mr. J. W. Brooks, manager of the Toronto office, and Mr. C. W. Stokes will continue, as hitherto, manager in Winnipeg.

Spokane, Wash.—Plans for the entertainment of delegates to the fifteenth Annual Convention of the American Mining Congress, which meets in Spokane, November 25th to 29th, include a big excursion to the Coeur d'Alene district in Idaho. Civic bodies and owners of the great lead producers will join in perfecting arrangements that will throw the entire district open to inspection. Trips will be made through the big tunnel of the Bunker Hill and Sullivan mine to some of the immense stopes now being mined; to the Morning and other properties of the Federal Mining and Smelting Company, and to the Hercules at Burke. It is expected that fully 500 visitors will be transported on the special train that is scheduled to leave the city early on the morning of the last day of the week. The return will be made either Sunday evening or Monday morning.

Niagara Falls, Ont.—An attempt was made to run a car over the new girder rails laid by the N.S. and T. on the curve at the corner of Erie Avenue and Bridge Street, with the result that one of the large St. Catharines cars was almost derailed. The test showed that the gauge of the track is too wide, the flange of the car wheel which should engage with the flange of the rail being more than an inch from true, and it is probable that the work will have to be done over. The track at that point is entirely completed, and the tearing up and relaying of the rails will involve great additional expense and loss of time. The rails are laid on steel ties, which are firmly embedded in concrete and brick, making it a difficult task to tear them loose. The rail is of the girder type, but different to the rail approved by the city council, in that the flange is narrower, leaving no room for free play of the car wheel flanges. The rail approved by the council had a wider flange and does not turn up at such an acute angle.

CORRECTION.

In the issue of *The Canadian Engineer* of October 10th, page 589, in the article on "Briquetting Bituminous Coal," the statement was made that the Inverness Railway and Coal Company are installing a briquetting plant at Inverness, C.B. The context would lead the reader to believe that this plant is of Belgian manufacture. Our attention, however, has been drawn to the fact that this plant is of English make, and we are therefore glad to make this correction.