

Train Dispatchers' Telephone Selector System.—Illustrated 35-page catalogue. Issued by the General Railway Signal Company, Rochester, N.Y.

Railway Motor Cars.—Illustrated catalogue dealing with Rockford motor cars. Issued by the Chicago Pneumatic Tool Company, Chicago and New York.

Peebles' Motor Converters.—Illustrated catalogue dealing solely with the company's converters. Issued by Bruce, Peebles & Company, Limited, Edinburgh, Scotland.

Lucal Liquid Fuel Company issues a 24-page illustrated catalogue on Lucal appliances for burning oil. The Lucal Liquid Fuel Company, 203 Hope Street, Glasgow, Scotland.

Fuel Oil Data.—Twenty-page illustrated catalogue on various types of installations and information regarding the burning of fuel oil. Issued by the Tate, Jones & Company Inc., Pittsburg, Pa.

Couplings and Pulleys.—Illustrated catalogue dealing with friction clutches, couplings and wood pulleys. Issued by the Allis-Chalmers Manufacturing Company, Milwaukee, Wis., and Toronto, Ont.

Compressors.—Illustrated catalogue dealing with enclosed, self-oiling, single-stage, steam and belt-driven compressors. Issued by the Chicago Pneumatic Tool Company, Chicago and New York.

General Catalogue.—Water metres, hydrants, sluice valves, tanks, sewerage fittings, pumps, hot water and steam fittings, etc. 272 page catalogue. Illustrated. Beck and Company, Limited, Hydraulic, Sanitary and General Engineers, London, England.

Engineering Instruments.—155-page illustrated catalogue, showing the various types in their wide line of engineering instruments. Issued by Bausch & Lomb Optical Company, Rochester, N.Y., through the Topy Company, their Canadian representatives at Ottawa.

The Squires Steam Trap.—An 8-page folder descriptive of the trap giving directions for connections and operations under various fittings, showing section illustrations and tables of capacity. Representatives in Canada, Canada Allis-Chalmers, Limited, Toronto.

Continuous Current Motors and Dynamos.—Illustrated catalogue dealing with continuous current motors and dynamos, 2 and 3-phase motors and dynamos, continuous current starters, alternating current starters, motor generators, etc. Issued by Wright & Wood, Limited, Century Works, Halifax.

The Foos Pumping Engine.—An illustrated 12-page booklet descriptive of the application of the Foos gas engine for all kinds of pumping service, is Bulletin 89 of the Foos Gas Engine Company, Springfield, Ohio, containing a number of tests from deep-well, irrigation and ordinary water supply systems.

The Monahan Trench Digger.—An illustrated catalogue descriptive of this and other Monahan machines, e.g., back-filler, pipe-laying derrick and steel forms for concrete man-holes and catch basins, of which Wm. Heggie, Joliet, Illinois, is the manufacturer and W. B. Louer, 900 Old Colony Building, Chicago, is sales manager.

The Imperial Positive Water Meter.—A twenty-two page catalogue handsomely printed and illustrated in colors dealing with the characteristics, construction, maintenance, of the type, including also price list and shipping particulars. Issued by the Manufacturers, Beck and Company, Limited, 130 Great Suffolk Street, London, S.E.

Ceresit.—A handsomely printed booklet descriptive of the product of the Ceresit Waterproofing Company, and containing information on the waterproofing of concrete. The attractive catalogue covers many topics in an individual manner and will be found a helpful addition to engineers' and contractors' bookshelves. Published by Ceresit Waterproofing Company, 446 Commercial National Bank Building, Chicago.

COAST TO COAST.

Windsor, Ont.—The Hydro-Electric Power Commission has decided on the route of the transmission line to Windsor, and has the location almost completed between Chatham and this city. The foundations have been also placed between Belle River and Chatham for the transmission line towers.

Quebec, Que.—The Canadian Northern Railway has made it known in this city that the company expects to be operating grain trains over its line from the Canadian North-West to Quebec this fall. All connections between Quebec and Ruel, Ont. (384 miles) will be ready for train service early next month, and the road from Sudbury to Port Arthur opened for traffic a month later, which will give the Canadian Northern Railway direct communication from Quebec to the end of its present line in the North-West.

Edmonton, Alta.—Roused by recent discoveries of rich, undeveloped mineral, asphalt, gas and oil resources in various parts of the western provinces, scores of prospectors and experts, known in many camps throughout the United States and Canada and Mexico, are making exhaustive searches in the Peace River country and other northern districts. Central and Southern Alberta are also being prospected. The Dominion and provincial governments likewise have their experts in the field. Seventeen parties are prospecting in the Canadian Rockies, west of Edmonton, but most of the work at present is being carried on in the north country.

Sarnia, Ont.—For some time past Sarnia's water supply has been showing a serious state of pollution, as mentioned in last issue of *The Canadian Engineer*. So much is this in evidence that the provincial health authorities have ordered that double the quantity of chlorine be added to the water supply. This has been done, but in several instances where tests of the water have been made the pollution continues to exist. This leads to the opinion that there must be a break or leak in the intake pipe, through which sewage is being allowed to find its way into the waterworks well, and thence into the waterworks pumps.

Le Pas, Man.—That the Saskatchewan River, working in conjunction with the Hudson's Bay Railway from Le Pas, will prove of immense value to farmers and other shippers as far west as Edmonton, is the opinion of L. A. Voligny, Dominion Government chief engineer, in charge of the surveys and works in connection with the navigability of the Saskatchewan. Work is now completed to Le Pas, and orders have been received to continue to Grand Rapids. A channel ten to twenty feet was found the entire way from Cumberland House, and hardly any extra work was necessary, though some dredging will be required about Moose Lake and Cedar Lake, and this will be started immediately, as will also the construction of a wharf at this point. The government insisted on Prince Albert building a lock at LaColle Falls, and this indicates that the fullest use is to be made of the North Saskatchewan as soon as possible. Mr. Voligny estimates that the entire project can be carried through within five years, and no doubt eventually through Winnipeg. In conjunction with the government road to the Bay this navigable channel, tapping all the northern part of the Canadian prairie west, will go a long way to reducing the cost of marketing grain, and the cheaper water rates should bring freight tariffs of the transportation companies into line. Nor is this all. Mr. Voligny feels confident also about the navigability of the south branch of the Saskatchewan, which, he says, will soon receive attention. All the railway bridges have been built to this end, and all that is required is a demand by cities and towns along its course. Curiously enough, these municipalities appear apathetic as regards navigability of