

make the association an international one," said the commissioner. "It will be the first town planning congress to be held in Toronto."

Victoria, B.C.—While the effort to obtain national government participation in the highways progress of the United States accumulate force, the various states, one after another, are adopting legislation providing for the establishment of state highway departments. According to information received by the American Automobile Association National Good Roads Board, which keeps in touch with the state automobile bodies and aids materially in their work, there will be, as a result of recent legislative action, road departments in Maine, Montana, Missouri, Colorado, Idaho, Arkansas and Texas. This makes plainly apparent that the move for federal action has not caused any "lying down" on the part of the states, which have their proper part to perform in the general roads development. Of the addresses given at the second federal aid convention in Washington, called by the National Good Roads Board, none contained a more comprehensive summing up of the situation than the remarks of Representative William P. Borland, of Missouri, who, among other things, said: "I believe that the good road question is the biggest question, without exception, now facing the American people. In Congress we are trying earnestly and sincerely to deal with this problem of the extent and character of federal control and federal aid to good roads. There are difficulties confronting us. Some of us believe in a continuous system of roads, roads that go somewhere, roads that give us the benefit of the scientific progress of engineering skill that has been developed in connection with road building. We believe that federal aid, if it comes at all—and it must come—must mean a better type of roads, long roads, roads of higher class, roads of a more permanent character, roads that go somewhere, roads that mean something in the development of the country. But here is the idea that must occur to every thinking man. We do not have to improve the 2,150,000 miles of highways in the United States. That need not stagger any man's imagination. Experience has shown, at the very threshold of this subject, that 90 per cent. of the traffic on roads goes over less than 10 per cent. of the roads. If we had a system of good roads leading fairly into every section of the country, within the reasonable reach of the majority of the citizens and producers and taxpayers of the country, that system would be a vast advantage over the present system of isolated local control of highways. If we can bring that about by a spirit of self-sacrifice and co-operation, and if we can get together on the idea that it is better to have some good roads than it is to have no good roads, then we will all get behind some proposition and accomplish something for good roads, and it is going to take that spirit of co-operation and self-sacrifice to bring about legislation."

Quebec, Que.—That there is little prospect at present of any Government action towards securing the refining in Canada of silver ore which now goes to New York for the final process, but that the Government expects to shortly enlarge the refinery at the Ottawa Mint so that it will be able to take care of the whole gold production of the Dominion, were announcements made in the Commons recently by Hon. W. T. White, Minister of Finance, in the course of a discussion on a bill increasing from \$75,000 to \$110,000 per annum the vote for operating expenses. Sir Wilfrid Laurier suggested that in view of the fact that practically all the Canadian silver output, amounting last year to \$19,000,000, went to New York for refining purposes, the Government should take steps to encourage silver refining in Canada. Mr White, however, said that economic conditions of refining and marketing and considerations of technical processes, made it impracticable at present to change the present refining and marketing and considerations of policy

of centring the silver refining industry on the large and costly American plants.

Toronto, Ont.—The supply of iron ore available under present methods of mining in the entire world has been stated by geologists of international reputation at 22,000,000,000 tons, from which it is estimated 10,000,000,000 tons of iron may be produced. At the present rate of consumption, this supply would last the world about sixty years. There are, however, more than 123,000,000,000 tons of ore not now commercially available, which, with improved methods of production, may be made to yield in the future an additional 53,000,000,000 tons of iron, which would run the world along for another 300 years, if no more iron were used annually than at present.

Winnipeg, Man.—The construction of the Canadian Pacific Railway tunnel under the Selkirk Mountains, for which the contract has been let, will be a tremendous undertaking. Owing to the fact that the tunnel work cannot be accelerated because of the impracticability of driving shafts a mile deep through the mountain, work on the tunnel proper will be necessarily confined to two ends. This will make work slower of accomplishment than if, as in the case of the Canadian Northern tunnel under the mountain into Montana, a shaft could have been sunk near the centre of the tunnel. If this had been practicable, four shifts could have been employed in tunnelling night and day, and work would have been greatly expedited. As it is, only two shifts can be used night and day on the two drilling surfaces. Some difficult engineering feats are being faced in building the approaches, but these pale into insignificance in the presence of the vaster task of piercing the mountains. Besides this, twenty miles of double tracking, which is now being undertaken in connection with tunnelling, the Canadian Pacific is also asking for tenders for forty-nine miles more of double tracking in the mountains. Twenty-five miles of track are to be built east of Kamloops and twenty-four west of Revelstoke.

Montreal, Que.—The Phoenix Bridge and Iron Works Company is making a new issue of bonds and stock this week, through the Quebec Savings and Trust Company. This stock has already been underwritten, and is now being distributed to the public. The offering consists of \$750,000 of 6 per cent. first mortgage bonds, and of \$800,000 of common stock. The bonds are being offered at 96 per cent of par, and the stock at \$50 per share. The offering is being made simultaneously in London and in Canada. Approximately \$450,000 of the bonds and \$405,000 of the stock have been taken firm. A new company has just been incorporated at Ottawa with a capitalization of \$1,500,000. This company in every way takes the place of the company which has heretofore operated under the same title. After the present issue has been accomplished, there will remain in the treasury to provide funds for future expenses and for the general purposes of the company, \$700,000 of the common shares of the company. All the bonds will have been issued. The company has a plant situated in the centre of the manufacturing district of Montreal, where shipping facilities are all that could be desired. The concern manufactures and erects structural steel for bridges and buildings. The cost of delivery, owing to the central location of the concern, is smaller than in the case of most other companies. Operations have now been carried on satisfactorily since 1898, and, save for an occasional year, earnings have shown a fairly constant increase, beginning with \$51,000 in 1898 and progressing gradually to upwards of \$600,000 during the past couple of years. The land owned by the company allows of an expansion to the works. The assets of the company, at the end of last year including \$25,000 which is being provided for improvements, amounted to \$1,400,000, while total liabilities were but \$57,000. This leaves a surplus of \$1,243