

2,500,000 souls, yet with the exception of the canal at Sault Ste. Marie, they had developed the St. Lawrence route to a point which left it necessary only for the new Dominion to carry out the plans and develop the trade of our fathers.

### CANADIAN IRON AND STEEL.

We have often complained of lack of enterprise on the part of Canadian moneyed men, who have allowed our great natural resources to lie undeveloped. Such carelessness seems to be passing away and on all hands we hear of great enterprises which are either in progress or well on the way. Among these none has been hailed with greater satisfaction than the formation of the Dominion Steel and Smelting Company, which was announced last month to develop the iron resources of Cape Breton. The officers are: President H. M. Whitney, Boston; Vice-President, R. B. Angus, Montreal; Treasurer, John S. McLennan; Secretary, T. B. Prenson. The Board of Directors includes Senator Cox, Toronto; Senator McKeen, Nova Scotia; Sir William Van Horne, James Ross, and Robert McKay, Montreal; Michael Dwyer, Halifax; and J. Paget, London, Eng. The site for the proposed works has already been located by the company's engineer near Sydney, C.B., but work will not be commenced until Mr. Fielding's bounty legislation, now before Parliament, becomes law.

The company will issue \$8,000,000 in thirty-year gold bonds bearing five per cent. Of these bonds \$2,000,000 will be retained in the treasury. The common stock will amount to \$15,000,000. The natural advantages of the location will make the success of this company a certainty when joined to the large capital and great business ability of its members.

There seems to be a prospect of a large shipbuilding plant being established in connection with the smelting works, which would have a very good prospect of success. As the rate of wages prevailing in the Maritime Provinces is not high, the iron and steel can undoubtedly be produced more cheaply than anywhere else, and the natural facilities of the harbor of Cape Breton are most advantageous.

### THE HORSELESS VEHICLE BOOM.

To those who read the leading dailies of the lesser great cities of the American Continent, there has appeared recently a new star in the advertising firmament. It has all the splendor of a proprietary globule of the first magnitude, and is visible generally thus, as in the "Toronto Globe," June 5th, "Toronto's New Era" or wherever it may be, "St. Louis," "Minneapolis," "Rochester's Glory," or "Pride" or "Progress," or whatever it may please the advertising manager to label it. The Globe article made a number of statements which would lead the uninitiated almost to believe that he might go to the corner and whistle for an electric carriage, and to fully convince him that shares in the new local company were to be had of all dealers. But such is not the case, neither in Toronto, Rochester, St. Louis or Minneapolis can you ride at will in a Whitney-Widener-Elkins syndicate electric carriage or buy shares in its companies, but if a little time is given, the syndicate will achieve these desirable ends—especially the latter. "In its hurry to enlist local capital for its local sub-syndicates, the Whitney-Widener-Elkins combination of electric interests is neglecting the artistic touch which would give verisimilitude to its philanthropic endeavors," says the Cycle Age, Chicago, in its issue, June 15th. "Its press committee probably forgets that Minne-

apolis, St. Louis and Toronto have rapid means for intercommunication, for it attempts to stimulate the investors in these three cities by inspired articles, labeled as "special dispatches," which are absolutely identical except for the substitution of the city's name. When these articles are perused by the prospective investors in the various cities, they must have a disquieting, purse string-tightening effect."

—All advertisers sending their latest catalogues to our Toronto office, will secure the advantage of having them placed on file where they may be consulted by interested visitors at our office. We have catalogued those already on our shelves, and are thus able to turn up any required manufacturer or line of goods at a moment's notice.

—Canadian engineers will notice with some not unnatural feeling of jealousy that Hamilton, Ont., is doing more for the Anglo-Saxon alliance than for the interests of the native born. S. B. Wingate, a United States citizen, has been appointed city engineer of Hamilton in place of E. G. Barron C.E., who has been appointed consulting engineer and manager and chief engineer of the water works department. The unwisdom of such a division of authority will, of course, demonstrate itself in a very short time, but it seems almost too much to hope for rational conduct of a public works department by Canadian aldermen. The leading Canadian applicant for the position of city engineer was Cecil B. Smith, C.E., who is a native of the neighborhood, and has distinguished himself not only in the practical conduct of engineering works, but has filled an academic chair in the department of engineering at McGill University with great acceptance. We have no doubt that Mr. Wingate's abilities and training fit him for the discharge of the very difficult duties of a city engineer and we offer him our congratulations upon the appointment, while regretting that he was not of our own country and comes from a country where such recognition of an outsider's merit would not be tolerated.

—As already mentioned, the Canadian Society of Civil Engineers recently decided to purchase a home of their own, and have acquired a substantial stone structure on Dorchester St., near the corner of Mansfield St., Montreal, and are now preparing to remodel the building to suit the needs of the institution. The space now occupied by a yard at the rear will be converted into a meeting hall, about 60 x 25 ft., while the main part of the ground floor of the present building will be altered to form the library that is now fast being accumulated. The present upper rooms will be turned into reading, smoking and recreation rooms, with dormitories for visiting members and the caretaker. The aspirations of the Society to possess their own headquarters have already been warmly encouraged by a gentleman whose benefactions to the cause of higher education in Montreal command the admiration of his fellow citizens, namely, W. C. Macdonald, to whom McGill University is indebted for his unexampled gifts. Mr. Macdonald has given \$500 to the Society's building fund, and James Ross, C.E., president of the Montreal Street Railway, has given another \$500. Mr. Ross rose from the ranks of poor, but hard-working civil engineers, and now in the days of his prosperity he has ennobled his profession by this act, which shows he has not forgotten the days of his early struggle. Such examples will be a wholesome inspiration to young students, and no doubt the lead of Messrs. Macdonald and Ross will be followed by other members, who need not hesitate because they cannot afford to be so munificent.