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The articles now running in the Canadian Engineer on the
Electrical Power Developments of Canada, will be reprinted in book
form, with diagrams and folding plates. Price \$5.00 per copy
Advance orders received.

REPORT ON PEAT.

One of the most interesting reports issued by the Department of Mines for Ontario is that on Peat Fuel, which contains the results of investigations by E. H. Carter, an officer of the department, who has made a special study of the subject. It contains a great deal of information of interest in view of the disastrous strike of last year, among the coal miners. The possibilities of peat manufacture in Canada are limitless, and if properly handled, might place us in an independent position as to fuel supply. Speaking of cost, the report says it costs about \$1 per ton to produce peat briquettes in Ontario, and after allowing a reasonable margin for profit, interest on investment, etc., it can be sold at the place of production for \$3 a ton. Putting the value of the peat at two-thirds that of coal, at \$3 a ton, its cost would be equivalent to anthracite coal at \$4.50, and at \$4 per ton to anthracite at \$6 per ton. Such figures at once brings peat fuel into the economic arena, the report adds, as it may be doubted whether with the effective control now exercised by the trusts over produc-

tion and sale of anthracite, we are likely to see it again drop to a lower level than \$6 per ton.

AN IMMENSE INDUSTRIAL DEVELOPMENT.

An immense industrial project is in contemplation on the Canadian side, at Niagara Falls. A. J. Wright, of Buffalo, acting through various agents for a syndicate of London and New York capitalists, who have \$10,000,000 to invest in the scheme, has purchased or secured options on about 3,000 acres of the cream of the land, between Slater's Point at Drummondville, which will be converted into factory sites, and already an immense steel plant is said to be arranged for. Large docks will be constructed along the channel, and as vessels can come down the river from Lake Erie, they will be enabled to load and discharge at the works. The land was secured at a low price. On the United States side, similar property for factory sites is held at about \$5,000 an acre, while the Canadian property averages about \$100. The names of the members of the syndicate have not been divulged, but it is said to be composed of very influential men. This project will furnish a market for the power now being developed at Niagara Falls, and considering the manufacturing centre which has grown up on the United States side within the last few years, we may look forward to a like, or even greater, development on the Canadian side.

THE GRAND TRUNK PACIFIC.

The Grand Trunk Pacific Railway charter now before Parliament has developed considerable opposition, largely from the Maritime Provinces, the members from that section being apprehensive, that as the eastern terminus named in the application is Quebec, the company intend to make Portland, where they already have terminal facilities, their winter port. Assurances are, however, given that such is not the intention. At present, the Intercolonial is available to reach Halifax, St. John, Sydney and other Maritime Province ports, and Mr. Wainwright is stated to have written a letter promising to build from Quebec to Moncton. The promoters of the Trans-Canada Railway also oppose the charter, which was to be expected, as that road covers in part, the same territory, and they claim to have been first in the field. The promoters of the Grand Trunk propose to build from Quebec to Winnipeg first, and to extend the line west as fast as possible. On May 7th, Mr. Hays announced that they had nine survey parties in the field between Winnipeg and North Bay. The rate of construction would depend on the facilities for obtaining labor and material, and he spoke of the line being built complete in from one to five years.

With reference to an eastern outlet, while the Intercolonial would be employed for a time under agreement, Mr. Hays states that it would not be able to accommodate the