

ture, the Great Lakes region, the South, and the Atlantic Coast, Mr. Schwab declares that the East will rise in its position in the making of steel, as compared with the West. "The material from which to make a ton of pig iron can be assembled in Wilmington, Delaware, on the Atlantic Coast, cheaper than it can be assembled in Pittsburg, Pennsylvania." He basis this statement on the alleged fact that from the great ore fields of Cuba rich iron ore can be laid down for \$1 per ton; less than two tons of which will make a ton of pig iron, instead of more than two tons of American ore being required at Pittsburg. The cost of a ton of pig iron at Pittsburg, he says, is about \$5, while at Wilmington it is only \$1.80. Freights, of course, would equalize this otherwise irreconcilable difference in value. The whole subject is of interest to Canada, whose resources in coal and ore are so great, and to whom the means of getting at them readily and utilizing them economically are so vital.

EDITORIAL NOTES.

How often we demand immediate results, and fret and chafe if we do not get them! This week we had an enquiry from a purchaser in reference to certain articles advertised in The Canadian Engineer fourteen years ago. What familiar saying such an incident recalls and what a tribute to the silent salesman—the well-written advertisement!

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The Canadian Railway Commission appear ready to co-operate with those municipalities in an endeavor to prevent the smoke nuisance. They have passed a regulation providing that steam railways operating in municipalities that enforce the smoke by-law must equip their locomotives so as to prevent the emission of dense or opaque smoke. Provision is made for the emission of smoke at intervals under unusual conditions. These regulations are all very proper and necessary, but better results will be secured by the railway superintendents offering encouragement to firemen, for they are the masters of the situation, after they are provided with proper equipment.

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At a meeting of the Oshawa, Ont., town council this week a motion which may be far-reaching in its effect was unanimously passed. It reads: "Moved by Messrs. Crysdale and Samells, that the council of Oshawa desires to draw the attention of the Local Legislature to the necessity and desirability of granting material assistance to the towns and villages of Ontario in their struggle to construct new sewers, extend a system already established, or build sewerage disposal works as individual cases may require. To this end we would submit for the consideration of the Government that a sewerage system has become as necessary to the very life and existence of our urban municipalities as good roads have become needed in the townships and counties of Ontario, and should receive Government encouragement, supervision and financial assistance, at least in a like proportion to the good roads movement."

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Despite the trade and financial depression which touched Japan as it did the rest of the world, the foreign trade of Yokohama shows a satisfactory increase. In 1907 the figures were \$193,128,500 against \$178,603,840. The increase was maintained in both imports and exports. In the former case gains were shown by Canada, the United Kingdom and Australia. Almost all departments of machinery exhibited increases, especially steam and gas engines, turbines and electrical machinery. The acting vice-consul of Britain at Yokohama draws attention to the fact that until a few years ago British and other foreign firms established in Yokohama were nearly all merchant firms representing numerous

manufacturing and other companies in their home countries, and doing general import and export business. While the number and importance of such firms remain undiminished, there is an increasing tendency for large manufacturing concerns in the United Kingdom to have their own branches or representatives in Japan. This increase of direct interest in the trade with this country leads to a growing number of members of firms, agents and travellers visiting Japan. Sometimes this is a mere tour of inspection, but often the intention is to open and register a branch office, appoint an agent, register a trade-mark, or do some similar work. It may, therefore, not be amiss to point out that such visitors often come to Japan very inadequately equipped with necessary papers. Any kind of official work in Japan nearly always necessitates the filing of documents and certificates. It is, therefore, advisable that a person intending to transact any official business in Japan should be provided with all documents necessary. It is always advisable to have a passport or other documentary evidence of status as a British subject. Again, he should be provided with documentary evidence of his position and powers in his own firm.

ELECTRIC POWER DEVELOPMENT IN NORTHERN CANADA.

In 1906 the city of Winnipeg called upon the Board of Engineers for a report as to the available hydraulic power sites upon the Winnipeg River. On the advice received from those gentlemen, Messrs. Wm. Kennedy, jr., of Montreal, Que.; Col. H. N. Ruttan, of Winnipeg, Man., and C. B. Smith, of Toronto, Ont., who reported on April 25th of that year, the city determined to proceed with the development of what was then known as the 30-foot falls, a distance of seventy-five miles away.

Complete designs for the power plant, transmission lines and terminal station were prepared under the superintendence of Mr. Cecil B. Smith, and throughout the past two seasons the construction of twenty-five miles of tramway has been proceeded with, and is now completed. The Power Construction Department of the city under contract is now engaged in the excavation of earth upon the site of the works, and tenders are now being called, returnable on December 28th next, for the rock excavation, for the construction of concrete and other dams and for the power house building, all at Point du Bois, Manitoba. Tenders are also being received for the supply of steel towers and transmission cable, and for the erection of the transmission line between Point du Bois and Winnipeg. It is anticipated that these works will be rapidly proceeded with, and that the city will, at an early date, be supplied with its own electric power. The ultimate capacity of the works will be 60,000 horsepower under a head of 45 feet of water, and the installation at present to be made will have a capacity of 20,000 horse-power.

The Consulting Board of Engineers consists of Messrs. Col. H. N. Ruttan, chairman, and Wm. Kennedy, jr., and Prof. L. A. Herdt. The construction will be carried on under Messrs. Smith, Kerry & Chace, of Toronto, Ont., as engineers-in-charge.

Since January 1908 there have been 242 killed and 259 injured on Canadian steam railways. The least number of fatalities occurred in August, and the most in April. They were due to the following circumstances: Run over by cars, 72; explosions, 57; collisions, 23; derailments, 19; caught between cars, 13; falls, 12; struck by trains, 10; falling materials, 10; rock slides, 4; struck by passing obstacles, 4; machinery, 4; suffocated, 2; fires, 21; fumes of gas-line, 1.