

THE WILEY BULLETIN.

An innovation that will be welcomed by all technical men is "The Wiley Bulletin," the first number of which has appeared under date of May, 1917. This bulletin is a booklet devoted to the publications of John Wiley & Sons, Inc., of New York, and is being distributed in Canada by their agents, the Renouf Publishing Co. of Montreal.

It is divided into thirteen departments: namely, civil engineering; mechanical engineering; electrical engineering; mathematics; chemistry; medicine and sanitation; mining, metallurgy and geology; agricultural engineering; agriculture and horticulture; forestry; drafting and design; valuation and management; and military.

Under each heading is given a list of the latest, recent and forthcoming books. Photographs and biographies of some of the authors are published, together with a brief review of each book and its table of contents. The bulletin will be most useful to engineers in enabling them to keep up-to-date in their technical reading and in deciding what books to buy.

Among the forthcoming books which are indexed in the bulletin are the following:—

Rural Highway Engineering, by Geo. R. Chatburn, C.E., Prof. of Applied Mechanics, University of Nebraska.

Water Supply Engineering, by A. Prescott Folwell, author of "Municipal Engineering Practice" and "Sewerage." This is the third edition of this book, revised and enlarged.

Steam Charts, by F. O. Ellenwood, Prof. of Heating and Power Engineering at Cornell University. This special edition has been published in compliance with the suggestion of engineers engaged in steam turbine design. New tables have been added.

Hydro Electric Stations, by David B. Rushmore and Eric A. Lof. This book will cover both the hydraulic and electrical equipment, but with emphasis on the latter, it being intended primarily for electrical engineers.

Atmospheric Circulation and Radiation, by Frank H. Bigelow, Prof. of Meteorology in the Argentine Meteorological office.

Bio-Chemical Catalysers, by Dr. Jean Effront, Director of the Institute of Fermentations of Brussels. (English translation by Prof. Samuel C. Prescott, Massachusetts Institute of Technology). A companion volume to the authors' "Enzymes and Their Applications."

Quantitative Analysis, by Prof. Henry Fay, of the Massachusetts Institute of Technology.

The Chemistry of Colloids, by Richard Zsigmondy. (Authorized translation by Prof. E. B. Spear, Massachusetts Institute of Technology). This includes a description on industrial colloidal chemistry and on clays and colloids in sanitation.

Biochemical Catalysts in Life and in Industry, by Dr. Jean Effront. (Translation by Prof. Samuel C. Prescott, Massachusetts Institute of Technology).

Testing for the Flotation Process, by A. W. Fahnenwald, Prof. of Mining and Metallurgical Engineering, New Mexico State School of Mines.

Technical Analysis of Brass, by Wm. B. Price, Chief Chemist, Scoville Mfg. Co., Waterbury, Conn. Second edition, thoroughly revised.

Electric Furnaces in the Iron and Steel Industry, by W. Rodenhauser and I. Schoenawa. Second English edition, by C. H. Vom Baur. Revised to bring the book abreast of modern practice.

Ordnance and Gunnery, by Lt.-Col. Wm. H. Tshappat, Prof. of Ordnance and Gunnery at the N.S. Military Academy. This book will be used at West Point as a textbook, replacing Lissak's Ordnance and Gunnery.

A company, registered in New Zealand, with a capital of £180,000 in £1 shares, £80,000 of which is required almost immediately, has undertaken a very important and interesting mining proposition at Yetholme, near Bathurst, in New South Wales. There is there a huge field of low-grade molybdenum ore, and the company has acquired three properties carrying this ore, which have been amalgamated in one under the name of the Mammoth Molybdenite Mines. They comprise an area of 327 acres. A start will be made with a ball mill, treating 40 tons of ore per day. Later, it is intended to treat 1,000 tons per day, yielding £42,000 per week, and employing a large number of men. Even at the rate, the mine is estimated to have forty years of life.

A GOOD ROADS COMPETITION.

"The province of Saskatchewan seems a pretty remote place to many people in the United States," says a recent bulletin of the American Highway Association, "and there is a general feeling that it is decidedly 'new,' and not quite ready to take on all the obligations regarding public works which are assumed in sections settled for a longer period. Yet there are many parts of the United States where the improvement of the roads receives much less intelligent attention than is paid to it in this Canadian province. Perhaps one reason for the good results attained there has been the readiness of the authorities to profit by experience elsewhere. The amount of money they have had to spend on roads has been small. The Good Roads Year Book gives last year's expenditure as only \$450,000, although this is unusually low on account of war conditions. But this money is made to yield the maximum return by intelligent outlay. Over 2,300 miles of road are now being kept in good condition by dragging them by the methods developed by the United States Office of Public Roads. After a country road has been graded and drained, dragging is the best method of keeping it in condition in most cases, and so the Provincial Highway Commission gives numerous prizes every year for the best-dragged roads in each section of the province and a grand prize for the best results of dragging on any road anywhere under its jurisdiction. As a result of this stimulating influence, and the wide distribution of the report giving the results of this annual competition for distinction in public efficiency, the earth roads of Saskatchewan are kept in a condition which would startle the local road authorities in many of the older-settled sections of the United States, could they see them. Moreover, these results are attained at an average annual expense of about \$15 to \$18 per mile, a sum considerably less than is wasted annually on thousands of miles of earth roads in the original thirteen States without yielding any visible improvement."

DOMINION STEEL CORPORATION.

"We are booked up in steel products to the end of the calendar year," President Workman told the shareholders of Dominion Steel Corporation at the annual meeting held at Montreal last week, "and in addition to that our shell steel output for the first six months of 1918 has been disposed of."

In a general review of the present position and the after-the-war outlook, Mr. Workman had this to say:—

"While the statements now before you indicate a greatly improved condition as compared with the previous history of the corporation, it must not be forgotten that lean years have been the rule rather than the exception, and it must, therefore, be my policy to exercise conservatism in all our undertakings. I feel particularly committed to this course, having in view the keen competition that will undoubtedly arise after the war.

"Many corporations engaged in the steel industry across the border have been able, partly through exemption until a comparatively recent date from taxation, and partly by reason of other advantages resulting from the attitude of neutrality long maintained by their government, to accumulate large surpluses, and to practically amortize their plants. We, in Canada, have borne responsibilities of this nature for a much greater period, and it must not be lost sight of that this condition demands careful study and the exercise of rigid economy, in order that we may not be placed in a position of disadvantage as regards our competitors."

The exports of railway material from England for the first three months of the present year were as follows, the corresponding figures for 1916 being added in brackets: Locomotives, £406,203 (£330,487); steel rails, £195,239 (£98,519); carriages, £66,494 (£124,320); wagons, £130,119 (£138,135); wheels and axles, £35,231 (£52,857); tires and axles, £51,242 (£83,348); chairs and metal sleepers, £23,733 (£27,322); miscellaneous permanent way, £117,804 (£105,730); permanent way of every description, £338,580 (£245,488). The tonnage of rails was 12,870 (10,422), and of chairs and sleepers 1,684 (2,666).