

ing, of New York. In the first chapter an account is given of the earlier installations, the first of which was on board the Oregon Ry. and Navigation Co.'s str. Columbia in 1880, and the four following chapters deal with the general considerations for modern plants, wiring and insulation, electric fixtures and fittings, and electrically driven auxiliaries. A chapter is devoted to the electric wiring for a small steamer, and in an appendix are descriptions of small lighting plants for launches. The different chapters are suitably illustrated, and the descriptions are clear and practical.

British Civil Engineers in Canada.—A party of about 100 civil engineers from Great Britain, en route to the St. Louis exhibition, reached Montreal Sept. 19, where they were met by a deputation representing the Canadian Society of Civil Engineers, headed by the President, W. McL. Walbank. On Sept. 20 the party inspected the C.P.R. Angus shops and were shown round the city on special cars by the Montreal Street Ry. The following day the G.T.R. took the party over the Victoria Bridge and gave each member a souvenir descriptive of the original tubular bridge and telling of the construction of the

present bridge. Later in the day the party visited the Lachine and Soulanges canals, returning to Montreal through the rapids. Sept. 22 was spent in Quebec, the following day in Ottawa, and on Sept. 26 Toronto was reached, where after a trip round the city on trolley coaches, a luncheon was given by the Canadian Society of Civil Engineers. The party subsequently visited Niagara and inspected the power development plants in progress of construction there. Sir Wm. H. White, the President of the Institute of Civil Engineers, spoke at several of the places visited, all his utterances having a true Imperial ring.

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