

the letter points out that the Germans and Austro-Hungarians who were resident in France before the war, whilst ostensibly earning their living, were at the same time assiduously preparing for war, and urges its readers to guard against similar tactics in the future. To this end, all French concerns are adjured never more to employ Germans or Austrians in any capacity whatever; never to accept the gratuitous services of young Germans or Austrians who may present themselves as "volunteers"; and not to renew agencies for enemy firms after the war, but to deal in or purchase only apparatus, etc., of French manufacture, or, if not made in France, of Allied or neutral origin, the principle being to abstain rigidly, in view of the mentality that has been unmasked, from commercial transactions with the Germans. The syndicate places its services at the disposal of readers, to furnish them with the names and addresses of French, British, American or other firms that make apparatus such as they have been accustomed to procure from Germany, or, in the case of items hitherto manufactured only in Germany or Austria-Hungary, to assist in the establishment of such manufactures in France.

In commenting upon and upholding this wise procedure, the "Electrical Review" (London) states:

"We wonder how many British firms that accepted the services of young Germans, 'desirous of learning the language' at a nominal price, have paid for their seeming economy with the loss of customers worth tens of thousands a year to them, on the return of their artless pupils to the Fatherland, loaded with detailed information regarding their trade and clientèle. Nevermore!"

There is a great deal of truth in the above, and it undoubtedly suggests a policy well worthy of adoption in Canada.

#### NEW EQUIPMENT FOR THE INTERCOLONIAL RAILWAY.

The Intercolonial is spending nearly \$3,000,000 this year on equipment. This includes 12 super-heating locomotives, 10 Pacific type locomotives, 6 consolidated locomotives, 4 switching locomotives, ballasting equipment and rail loaders, 200 steel flat cars, 250 steel gondola cars, 4 light wrecking cranes, 8 sleeping cars, 4 steel sleeping cars, 4 baggage cars, 2 postal cars, etc. Some of this equipment has been delivered and placed in service. Double-tracking was part of an ambitious programme, which called for the outlay of several million dollars, but this is postponed for the time being. As regards the condition of the roadbed, the new and strengthened bridges, the new and enlarged stations along the line, and the new modern equipment, gradually being placed in service—the system shows marked and gratifying improvement. An outlay of \$24,000 has just been made for safety appliances for equipment.

#### NEW OFFICERS, AMERICAN WATERWORKS ASSOCIATION.

At the convention last week of the American Waterworks Association, at which there was a registered attendance of 650, Nicholas S. Hill, Jr., of New York, was elected president; Leonard Metcalf, of Boston, vice-president; J. M. Caird, of Troy, N.Y., treasurer, and Carleton E. Davis, of Philadelphia, and C. H. Rust, city engineer of Victoria, B.C., trustees.

The next convention is to be held in New York City.

## COAST TO COAST

**Merritt, B.C.**—Track laying has been completed between Miday and Merritt.

**Walkerton, Ont.**—The town's water supply has been rendered adequate by an additional well about 250 feet deep, recently driven near the reservoir.

**Fredericton, N.B.**—It is rumored that the St. John Valley Railway Co. may let a contract shortly to complete its line between Gagetown and Centreville.

**Montreal, Que.**—The civic officials are talking of buying out the Montreal Tramways Co. and establishing a municipal system, the total cost of which, in addition to projected lines, is estimated at about \$50,000,000.

**Saanich, B.C.**—The municipality will shortly commence the installation of a \$375,000 waterworks system, debentures for which have recently been floated. It is expected that a \$450,000 pavement project will also be under way shortly.

**London, Ont.**—A reorganization of the city management, effecting a consolidation of all engineering departments, including the waterworks, parks, hydro, London and Part Stanley Railway and others, is being talked of. Arguments are advanced in favor of the project.

**Fort McMurray, Alta.**—The Athabasca and Great Waterways system is built for 140 miles to Lac La Biche and 106 more miles of steel are to be laid down by this fall to Fort McMurray, its northern terminal and junction with the Hudson's Bay steam boats plying on the Athabasca River.

**Cartierville, Que.**—The municipality is contemplating purchasing the water supply system from the Montreal Public Service Corporation, the price being about \$65,000. The project has met with the approval of the ratepayers, and the municipality now plans to construct a filtration plant. F. A. Grothe is mayor.

**Victoria, B.C.**—The last length of pipe on the Sooke Lake water supply system was completed on May 8th, when the Pacific Lock Joint Pipe Co. laid its last section on the concrete flow line. It is expected that the system will be put in operation at an early date, supplying the city with about 17,000,000 gallons a day.

**Hamilton, Ont.**—A proposal to construct a hydro-electric railway from this city to Port Dover was discussed at a largely attended meeting of municipal representatives last week. Another project was given consideration, viz., a radial line planned to pass through Hamilton and connecting the Niagara peninsula with municipalities on the Georgian Bay.

**Montreal, Que.**—Some 30 machinists and foundry men sailed from here last week for England, and about 35 left from Toronto via New York, to work in the engineering shops at Barrow-in-Furness. Hon. T. W. Crothers, Minister of Labor, is making provision for the employment of Canadian workmen in shell manufacture in Great Britain.

**Fort George, B.C.**—A report has it that the Pacific Great Eastern Railway, which is being constructed between this point and Vancouver, will be continued almost due north from Fort George to a junction with the network of railways which it is expected will be built by the Peace River and Athabasca Railway and others, and ultimately continued to the Yukon.