

profit may not be found in consuming the coal and producing the power in the coal regions and then transmitting the power itself to the distant points. The promise seems to be that the methods of handling electricity will yet be so much improved that power may be carried by means of it without too great loss of energy to the places where it is needed. When this result shall be reached the waste water-powers of the earth, including, perhaps, the surf-beat of the ocean and the tidal movements of the streams, may possibly be made available for the industrial uses of man.

At a meeting of the directors of the Industrial Exhibition, held last week, Secretary Hill was instructed to invite Sir John Macdonald to open the exhibition. The Governor-General has promised to pay an official visit, if duties permit. Electric lighting contracts were let to the Ball, Reliance and Heisler companies, who will place incandescent lights in various colors beneath fountains and foliage plants in the Horticultural buildings for effect. A contract was also let to the Toronto Electric Light Company. The electric railway will be in operation as last year. The applications already in cover all the available space in the Implement, Stove and Carriage buildings, while the space in the Main and Machinery buildings is nearly all taken up. There will be a change in the system of entering. Six offices will be erected at each gate, where all tickets are to be purchased, and these will be printed each day, and will remain good only for the day of issue. There will be no dropping of quarters in the turn-stile as before.

At a recent meeting of Danish naval officers, Herr A. Köhl gave an account of an apparatus invented by him for signaling under water between ships. The speaker had noticed that a sound is heard clearer through water than air, and that it travels in a straight line in all directions around the point of issue. If a bell, for instance, be struck sharply with a hammer under water, the sound would be heard for some five miles. The saline contents of the water has no effect upon this phenomenon. The apparatus constructed by Herr Köhl consists of a bell with an automatic hammer and an acoustic receiver, both fixed upon the ship beneath the surface of the sea. The receiver is pail shaped, three feet in diameter and one foot in depth, and is connected by electric wires with a receiving table on board. By an ingenious arrangement of dipping needles the direction of an approaching vessel is indicated by the sounding of a gong, and on the signals being repeated as the vessel proceeds its steering course may be ascertained. Practical trials are shortly to be made with the apparatus.—*London Iron.*

THE following high-toned and dignified specimen of American journalism is from the *Australasian and South American*, of New York:

"Now that Canada has passed the Weldon extradition act, embezzlers and other criminals will have to find some other refuge in which to spend their ill-gotten wealth. South America has proved a haven of refuge for some of these gentry. It would have been worth a good deal of money to this country if the retroactive clause had not been stricken out, but it is presumed the Dominion authorities did not wish so much good money to leave them."

For years and years efforts have been made to induce the United States Senate to ratify treaties looking to the surrendering of criminals, but these efforts have always failed. Canada does not desire to harbor thieves and scoundrels from other countries, and it would have been worth a good deal of money to the United States if it had not so steadfastly refused to ratify treaties looking to the extradition of them. Perhaps the time may come when the Greater Ireland in America will not wield quite so much power in American politics—should that time ever arrive the United States will consent to an extradition treaty—not before.

A DISTINCTIVELY new era in the South's iron and steel history is marked by the organization of an English company, composed of the leading iron and steel makers of Great Britain, to build extensive steel and iron works, including four furnaces, steel rail mill, rolling mill, etc., at a new town at Cumberland Gap, on the dividing line between Tennessee and Kentucky. The name of the town is to be Middlesboro, Ky., and for over a year the work of buying mineral lands, preparing for railroad connections, etc., has been vigorously but quietly pushed by the American Association (limited), which is the name of the parent company. Over \$4,000,000 in cash have already been paid out, and upwards of 60,000 acres of mineral lands purchased, and over \$7,000,000 more have been pledged for new enterprises. In addition to the contracts for furnaces, steel works and rolling mill, pipe works, etc., to cost in the aggregate \$3,000,000, there will be a \$750,000 hotel and sanitarium, in which many of the leading physicians of Europe and America are interested, three hotels to cost \$200,000, four coal mines, representing \$500,000, and a \$500,000 tannery. Other enterprises, including electric light and gas works, sawmills, brick yards, railroad shops, etc., have been arranged, and the total investments already secured aggregate \$10,000,000.

In his recent address at the annual meeting of the Canadian Bank of Commerce, Mr. B. E. Walker, the General Manager, discussing the great lumber interests of Canada, said:—

"The Southern pine, now thoroughly introduced into the Eastern United States markets, is brought into competition with our pine to an extent which may sooner or later prove quite serious. For outside work it is not of much use, but for cheap interior building it is being used more and more every year. There is no fear that it can displace the finer Northern pine except to a limited extent; but the great power of lumber production in the Northern and Southern States, added to our own, makes the danger of over production greater and greater every year."

Mr. Walker speaks as though the introduction of Southern pine into the Eastern markets of the United States was a recent event; while the fact is that that trade in that section is about as old and well established as any that Canadians ever enjoyed there. Time was, and the fact is true yet to a great extent, that Southern yellow pine was in high favor there—not for "cheap interior building" as Mr. Walker suggests, for it was always too valuable for such purposes—but for fine flooring and also for decorative purposes; and for ship building purposes also. At one time the finest and fastest clippers that ever sailed the ocean were built in New England shipyards, and most of these—notably the "Great Republic"—were constructed largely of yellow pine, grown in North Carolina and sent from Wilmington; deck beams, ceiling, outside planking, etc.; Georgia and Florida also enjoying the trade to a large extent.