

If these 500,000 men engaged in the war or in industries arising from the war, are to be retained in the country and given work in order to prevent their emigration to the United States, a comprehensive program should be undertaken by the government. That the work must be of a manufacturing or an industrial nature did not require proof, as it would require the wildest stretch of imagination to believe that these men will turn to pioneer farm work when manufacturing and industrial work would be available south of the Canadian boundary.

In place of allowing the raw products of the soil, forest, fisheries and mines to be exported from the country, Mr. Deacon believed that it is not only practicable but assuredly possible to provide industrial work which would utilize these raw materials, and which in turn would not only utilize the energy of these 500,000 men but would also help materially towards reducing and meeting the payments on the national debt.

The most feasible method of utilizing each of the natural resources appeared to him to be to copy the German plan of state co-operation with the manufacturers. That there would be many difficulties and many obstacles in the working out of such a scheme he admitted, but believed it was the most practicable method of meeting the conditions.

COMING MEETINGS.

MID-WEST CEMENT USERS' ASSOCIATION.

Annual convention, Omaha, Neb., March 6-10, 1917. Frank Whipperman, secretary, 28th Avenue and Sahler Street, Omaha.

CANADIAN MINING INSTITUTE. Annual meeting in Montreal, March 7-9 at the Ritz-Carlton Hotel. Secretary, H. Mortimer Lamb, Ritz-Carlton Hotel, Montreal.

DIXIE HIGHWAY exposition and convention at Cincinnati, Ohio, May, 1917.

AMERICAN WATERWORKS ASSOCIATION. Thirty-seventh annual convention, "The Jefferson," Richmond, Va., May 7-11, 1917. President, Leonard Metcalf.

THE SOUTHWESTERN WATERWORKS ASSOCIATION. Annual convention at Topeka, Kan., June 11-14, 1917. Information from E. L. Fulkerson, Waco, Texas.

Manitoba's total railway mileage at the end of 1916 was 4,672.52, according to the annual report of the Provincial Department of Railways. The report says that notwithstanding the scarcity of labor, satisfactory progress has been made during the year on the Hudson's Bay Railway. Track has been laid to the Kettle Rapids, on the Nelson River, 330 miles from The Pas. It is intimated that the whole line, including all bridges, will be completed and ready for traffic by the end of 1917.

Electrically operated excavators are being used on a large drainage scheme in Idaho, U.S.A. Energy is obtained at a pressure of 44,000 volts from an overhead line; the average power consumed is 0.88 kilowatt-hour per cubic yard of material excavated, varying with the material excavated, being as low as 0.39 kilowatt-hour in light sandy loam, including all line and transformer losses.

The Department of Trade and Commerce, Ottawa, has received information from Petrograd, Russia, to the effect that the Murman Railway, from Petrograd, to the ice-free port of Alexandrovsk, on the Arctic Ocean, has been completed. The road is of great importance for the import of munitions. The line, nearly 700 miles long, has been constructed in the face of most formidable engineering difficulties owing to the swamps and other features of the country, and has been completed before the anticipated time.

TRADE INQUIRIES.

The following inquiries relating to Canadian trade have been received by the Department of Trade and Commerce, Ottawa. The names of the firms making these inquiries with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: The Inquiries Branch, the Department of Trade and Commerce, Ottawa, or the Secretary of the Canadian Manufacturers' Association, Toronto, or the Secretary of the Board of Trade at London, Toronto, Hamilton, Kingston, Brandon, Halifax, Montreal, St. John, Sherbrooke, Vancouver, Victoria, Winnipeg, Edmonton, Calgary, Saskatoon, Chambre de Commerce de Montreal and Moncton, N.B. Please quote the reference number when requesting addresses:—

434. Galvanized steel wire ropes.—A Buenos Aires firm of importers require f.o.b. New York prices on 56 coils of galvanized special flexible patent improved steel wire ropes with one main and six auxiliary hemp hearts. Specifications may be had on application to the Department of Trade and Commerce, Ottawa.

435. Hardware.—A firm distributing hardware in Western Siberia are open to receive quotations, if possible c.i.f. Vladivostok, from Canadian manufacturers of various kinds of hardware with a view to the execution of trial orders.

438. Street Cars.—An Italian street railway wishes to secure in Canada rolling stock for an extension of its line as follows: Four carriages with motors, 10 goods cars, 3 third-class cars, 3 first-class cars. Specifications are as follows: Motor carriages: Four motors; 70 horse-power; 1,650 volts, continuous current, Westinghouse brake with hand-brake, brakeman's compartment at end, height buffers 855 centimetres, width of motors 95 centimetres, multiple system Sprech at 800. Goods wagons or flat cars to carry ten tons, low sides to carry sand, etc. Passenger cars with 40 places, of which 14 should be at ends (7 at each end); distance between axles, 4,000 centimetres; length of frame, 9,770 centimetres; total length with buffers, 10,770 centimetres; width, 2 metres 20 centimetres. Electric motors must be able to pull 50 tons weight on grades of 60; 1,000 weight of the wire is 9 metres, falling to 4.20 metres where passing under bridges. Speed of motors up to 50 kilometers per hour. Speed of train is usually up to 30 kilometres. Cars must be able to go round a curve of 50 metres, radius.

440. Supplies for Siberia.—The New York office of a firm distributing goods throughout Western Siberia is desirous of receiving quotations from Canadian manufacturers of articles suitable for this market.

444. Steel Shafting.—A manufacturers' agent prominently connected with and favorably known to the wholesale trade of St. John's desires to be put in touch with Canadian manufacturers of cold-rolled steel shafting.

445. Steel Bars.—Canadian exporters of iron and steel bars are asked to communicate with a Newfoundland inquirer.

446. Copper Wire.—A Newfoundland inquirer desires to purchase Canadian copper wire—r.c. and bare.

447. Iron Pipe.—A Newfoundland importer asks for Canadian manufacturers of iron drain-pipe, 2-inch and 4-inch.

NEW INCORPORATIONS.

New Carlisle, Que.—The New Richmond Mining Company, \$290,000. J. F. Marcotte, F. Marcotte, F. Blois.

Sherbrooke, Que.—The Dominion Metal Company, Limited, \$20,000. N. B. Pritchard, H. Irwin, G. E. Borlase.

Windsor, Ont.—Bolton Mining Company, Limited, \$500,000. E. J. Robinet, C. Robinet, L. Robinet.

Montreal, Que.—Hygienic Construction Corporation, Limited, \$25,000. P. Richer, R. Lanctot, A. Savard; Montreal-East Construction Company, Limited, \$40,000. T. K. Walton, C. H. Waugh, C. J. Kirlin; the Mack Brick Company, Limited, \$500,000. R. T. Heneker, H. N. Chauvin, H. E. Walker.

Stanley, B.C.—Cariboo Chisholm Creek Mining Company, Limited, \$300,000.

New Westminster, B.C.—Marsh, Bourne, Powers Contracting Company, Limited, \$45,000.

Kamloops, B.C.—Branch Ranch Mines, Limited, \$100,000.

Vancouver, B.C.—Texada Mines, Limited, \$10,000; the Deeks Gravel and Rock Company, Limited, \$10,000; the Lone Star Mining and Milling Company, Limited, \$1,000,000.