

The special Easter number of the Ironmonger issued March 25th, 1899, is one of the most successful special numbers that trade journalism has produced. The lithographed cover is a pleasing introduction to the three hundred and eighty pages of illustrated advertisements and general reading.

The Universal Electrical Directory (J. A. Berley's) for 1899, which is the eighteenth year of publication, contains in its 1,250 pages an amazing mass of most useful information. The index alone, to the classified trades, occupies four pages, which is a criterion of the thoroughness with which the ground is covered. It is difficult to think of an electrical trade question which cannot be answered by the aid of this well-named Universal Electrical Directory.

We have received A. S. Lovendal's Dictionnaire Technique Francais-Anglais des Outils et Ustensiles Employés dans les Metiers manuels, La Petite Industrie, La Ménage, etc. This is a most valuable dictionary for anyone who has to do in any way with the arts or trades among our French-speaking fellow citizens. The lists are most complete and are so arranged as to be most conveniently referred to, as not only are the different tools and apparatus listed alphabetically, but also each art or trade has grouped under it, as a heading, all the tools, etc., which naturally fall there.

The series of papers by Cecil B. Smith, Ma. E., which appeared in THE CANADIAN ENGINEER during the past two years have now been issued in book form under the title "Railway Engineering." There are many standard works written upon various phases of railroad construction, the merits of which are universally recognized, such as "Wellington's Theory of Location" and "Foster's Wooden Trestle Bridges," but Mr. Smith's work is the only general discussion of the entire subject that has recently been published and the work is therefore very welcome, especially to those who may wish to acquire a general knowledge of the subject before commencing a special study of any one of its details. The title "Railway Construction" would perhaps be more appropriate than that of "Railway Engineering" as the book does not deal with the important branches of track maintenance and operation. Mr. Smith's long and honorable professional career amply qualifies him to write as an authority upon his chosen theme, for he has been prominent in the locating and constructing staff of the Northern Pacific Junction, Niagara Central, Charleston, Cincinnati and Chicago, Roanoke and Southern, Baltimore and Ohio, and Canadian Pacific Railways, and had ample opportunity during his connection with McGill University to thoroughly study the theory and literature of railroading. His work therefore presents to the reader a concise and thorough description of the engineering side of railroad construction, and in detail is as follows. Chapter I. is devoted to railroad statistics, dealing more especially with those of Canada, and commenting particularly upon the maxims of railroading and the considerations technical, political and local which must be taken into account when studying any proposed line. In Chapter II. train resistances and their effect upon the cost of transportation are discussed, the methods introduced by A. M. Wellington in his "Theory of Location" being closely followed. This chapter is perhaps the most valuable in the book, for to-day no locating engineer can be considered as properly qualified who is not fully aware of the financial effects of grades and curvature. Chapter III. contains a brief reference to the use of circular curves and a clear exposition of vertical and transition curves. These latter may still be classified as recently introduced, for their use is by no means general to-day and the realization of their importance dates only from the first scientific study of the theory of location. The simple methods of calculation that are recommended nullify the objections on the ground of intricacy that are so often urged against them. In Chapter IV. the reader gets the benefit of Mr. Smith's wide experience in reconnaissance and field work, and the many practical hints given are of great value. Chapter V. is devoted to construction and treats of those structures that are usually under the superintendence of the resident engineer. It is plentifully illustrated with cuts of the standard plans of the various railroads with which the author has been connected and concludes with some very pertinent advice upon classification and estimation. Chapter VI. is a most unusual and interesting addition and contains a careful resumé of those clauses of the Railway Act that are of special importance to engineers. A brief second part upon track material concludes the work, but the collection of diagrams for the rough estimation of timber and masonry quantities from the profile are worthy of especial mention from their particular usefulness in the comparative study of locations. While the book as a whole is very welcome, dealing as it does with the entire field of the construction engineer, the chapters upon train resistances and railway law deserve the most especial commendation, because many of our engineers have simply grown into their profession and are ignorant of the great forces, natural and political, that control our common carriers. It is only to be regretted that Mr. Smith has not seen fit to discuss his

interesting subject at greater length, for there is room at present for a successor to the once standard work of G. L. Vose, but as it is, it is to be heartily recommended to all who desire a clear introduction to the art of railroad building. Railway Engineering, Cecil B. Smith, Ma. E. Cloth, 200 pages, profusely illustrated. Biggar, Samuel & Co., Publishers. \$1.50.

METAL IMPORTS FROM GREAT BRITAIN.

The following are the sterling values of the imports into Canada from Great Britain of interest to the metal trades for the month of February and the two months to February, 1898 and 1899:—

	Month of February,		Two Months to February,	
	1898.	1899.	1898.	1899.
Hardware	£1,629	£1,116	£3,333	£2,654
Cutlery	3,283	3,055	6,612	7,820
Pig iron	1,348	401	1,852	762
Bar, etc.	1,212	801	1,412	1,246
Railroad	6,872	..	6,922	..
Hoops, sheets, etc.	1,939	1,618	2,753	1,743
Galvanized sheets	542	332	2,518	820
Tin plates	6,586	5,862	18,515	11,547
Cast, wrought, etc., iron	1,998	1,443	3,571	2,440
Old (for re-manufacture)	80	..	80	..
Steel	6,106	1,919	10,627	5,689
Lead	594	133	1,518	1,022
Tin, unwrought	619	118	1,920	2,633
Alkali	1,383	853	2,884	2,396
Cement	1,389	35	1,874	248

SUMMARY OF THE MINERAL PRODUCTION OF CANADA 1898.

The following figures have been submitted by the Geological Survey of Canada to the Government, and are subject to revision:

Product.	Quantity.	Value.
	(a)	(a)
Metallic—		
Copper (fine, in ore, etc.) (b) lbs....	17,951,421	\$ 2,159,556
Gold, Yukon district* .....	.....	\$10,000,000
Gold, all other .....	.....	3,700,000
Iron ore, tons	58,161	152,510
Lead (fine, in ore, etc.) (c) lbs.....	31,915,319	1,206,399
Nickel (fine, in ore, etc.) (d) lbs.....	5,517,690	1,820,838
Silver, (fine, in ore, etc.) (e) ounces..	4,434,985	2,583,298
Total metallic.....	.....	\$21,622,501
Non-Metallic—		
Asbestos and asbestic, tons	23,785	486,227
Chromite, tons	2,021	24,252
Coal, tons	4,172,655	8,227,958
*Coke (f) tons.....	72,444	219,200
Felspar, tons	2,500	6,250
*Fire clay, tons	2,170	5,000
Graphite, tons .....	.....	11,998
Grindstones, tons .....	.....	39,465
Gypsum, tons	219,256	230,440
Limestone for flux, tons.....	33,913	31,153
Manganese ore, tons	50	1,600
Mica, .....	.....	117,598
Mineral pigments--		
Baryta, tons	1,070	5,258
Ochres, tons	2,341	18,600
*Mineral water .....	.....	155,000
Moulding sand, tons	10,572	21,038
*Natural gas (g) .....	.....	320,000
Petroleum (h) bbls.....	700,790	981,106
Phosphate (apatite), tons	733	3,665
Pyrites, tons	32,218	128,872
Salt, tons	57,142	248,639
Structural materials and clay products--		
Cement, natural rock, bbls.....	87,125	73,412
Cement, Portland, bbls.....	163,084	324,168
Flagstones .....	.....	4,250
Granite .....	.....	73,573
*Pottery .....	.....	135,000