

All this means an increased activity in the foundries, rolling mills, pipe and rail mills.

A general advance in prices is looked for.

**THE INTERCOLONIAL RAILWAY.**

It is unfortunate that protest is being made against the new management of this road, which, for so many years, has been handled more as a political toy than a commercial enterprise.

For the twelve months ending March 31st last the Working expenses were ..... \$9,328,021 Revenue ..... 8,527,069

Loss on operation was ..... \$ 800,952 Or, in other words, it cost \$1.09 to earn \$1.00.

The road connects Montreal with some of the best country to the south and east, and all the way to Halifax runs through a district that is revenue producing.

The old order must not be restored. It is now free from political interference, and there is every reason to expect that the present management will operate it as a railroad existing for and by traffic.

**EDITORIAL NOTES.**

The Grand Trunk Pacific Railway (National Trans-continental) from Winnipeg to Superior Junction was opened on November 6th by the passing over the line of an official train.

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The C.P.R. Western Division claims the record for rapid freight car despatching. Recently a freight car was loaded at Lauder, Man., shipped to Fort William, unloaded, sent back to Lauder, loaded, and again hauled to Fort William, in six days making three trips and 1,785 miles.

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In view of the frequent discussion about the disappearance of Ontario forests, the increased spring run-off and water storage in swamps, etc., the report of the Ontario Bureau of Industries is of considerable interest. The area of land in Ontario is 141,125,120 acres. Referring to the organized districts of Ontario, the assessed acreage is 24,497,406. Of this, 14,132,061 acres are cleared, or 57.69 per cent. Of the remainder, 5,331,654 acres is woodland, 2,273,251 acres slash, and 2,760,440 acres marsh or waste land. Since 1899 the per cent. of cleared land in the assessed districts has increased from 55.91 to 57.69.

To Mr. Acton Burrows, the veteran editor of the "Railway and Marine World," we wish to extend our sympathy in his hour of great bereavement. We cannot see the darkness which he sees nor know the sorrow which he now knows. We do hope that the weeping, lowering clouds may soon pass.

**PRECIPITATION FOR OCTOBER.**

In British Columbia the precipitation recorded during October was generally in excess of the average. This was also the case in Eastern Quebec and the Maritime Provinces, exclusive of Southwestern Nova Scotia, where the normal value was not reached. Throughout the remaining districts of Canada, the fall, with local exceptions, was less than average, the deficiency being particularly marked in the Western Provinces where the amount was about half the average.

The table shows for fifteen stations included in the report of the Meteorological Office, Toronto, the total precipitation of these stations for the month.

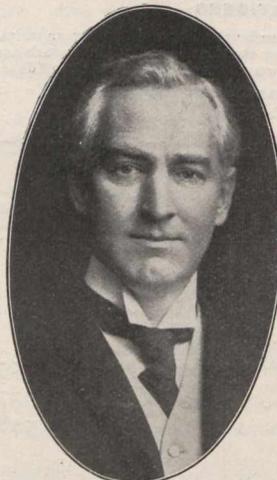
Ten inches of snow is calculated as being the equivalent of one inch of rain.

Station.	Depth in inches.	Departure from the average of twenty years.
Calgary, Alta. ....	0.60	+ 0.12
Edmonton, Alta. ....	0.30	- 0.41
Swift Current, Sask. ....	0.30	- 0.45
Winnipeg, Man. ....	0.50	- 1.11
Port Stanley, Ont. ....	1.20	- 1.68
Toronto, Ont. ....	1.14	- 1.29
Parry Sound, Ont. ....	4.40	+ 0.52
Ottawa, Ont. ....	1.10	- 1.47
Kingston, Ont. ....	2.10	- 0.64
Montreal, Que. ....	0.90	- 2.26
Quebec, Que. ....	2.20	- 0.98
Chatham, N.B. ....	6.20	+ 2.43
Halifax, N.S. ....	7.10	+ 1.59
Victoria, B.C. ....	2.30	+ 0.07
Kamloops, B.C. ....	0.50	+ 0.04

**SOCIETY NOTES.**

**ENGINEERING SOCIETY FACULTY OF APPLIED SCIENCE, TORONTO UNIVERSITY.**

At the last regular meeting of the Engineering Society of the Faculty of Applied Science, Toronto University, Mr. T. Kennard Thomson, M. Can. Soc. C.E., and a graduate of the class of '86, addressed the members on "Foundations for High Buildings." Mr Thomson said in part, when referring to the clearing of the ground:—



**T. Kennard Thomson,  
M. Can. Soc. C.E.**

The usual practice is to sell the old buildings to house-wreckers for a small amount, the wrecker selling as much of the material as possible at second-hand. In many of the old five or six-storey buildings the salvage value does not amount to much, while some of the newer buildings have a considerable number of iron beams and columns which bring good prices. On the other hand, in the old buildings which were put up with lime mortar many of the bricks can be removed

and used over again; while in the more recent buildings, laid with Portland cement mortar, the bricks are almost entirely destroyed in the removal, that, too, being accomplished at a great expense.

In connection with difficulties in caisson work, he mentioned that in small caissons the weight of the air lock is a very considerable item, and, therefore, it is very important to have the shaft truly vertical in order to have the weights concentric with the caisson to prevent the caisson from getting out of plumb, and this is much more difficult than might be supposed, for in the first place the shafts are not always absolutely true, and are not always perpendicular to the deck when bolted on, and then hemp or other kinds