

ENGLISH ENGINEER FINDING CANADIAN SCHEMES.

The Canadian Engineer had an interview with Mr. J. Edward Waller, M. Inst. C.E. of Messrs. Kincaid, Waller, Manville & Dawson, consulting engineers, of London, England, following on a tour of investigation made by Mr. Waller of the Dominion.

Mr. Waller's visit to Canada was at the instance of several financial groups, which evinces a growing interest in the Old Country in the opportunities which Canada offers for legitimate and sound investments. Some of the financial firms by whom Mr. Waller has been retained are, it is understood, for the first time turning their attention to this country; but in one case Mr. Waller is acting in connection with a firm in England, Messrs. Matthews, Wrightson & Company, Limited, who have already shown their belief in Canadian prospects by the establishment of offices in Montreal and Winnipeg.

Our enquiries elicited from Mr. Waller that he was particularly impressed with the growth of Winnipeg, Calgary, and Vancouver. Mr. Waller has submitted to Messrs. Matthews, Wrightson & Company, his report on a proposed radial line from Calgary to Chestermere Lake, a distance of about ten miles in an easterly direction. The Chestermere Lake is the storage reservoir of the Canadian Pacific Railway for the irrigation belt. It is about four miles in length and a mile wide. Mr. Waller believes that this will become a favorite summer resort for the inhabitants of Calgary when proper traffic facilities are provided. The numerous purchases of land sites round the lake for residential purposes; the reservation of a township site by the Canadian Pacific Railway Company, and the presentation of a park site by the same company, give color to these anticipations.

Mr. Waller's journey included a visit to Nanaimo, in British Columbia, at the instance of Messrs. Heaton's Agency, of Toronto, who have interested themselves on behalf of a British syndicate in connection with a franchise for a street car system proposed by the city. While the population of the city is only about 5,000, Mr. Waller informs us that the city limits are very restricted, and that for the purpose of a commercial enterprise of this character, it is probably to be reckoned more in the neighborhood of 12,000. Mr. Waller thinks it more than probable that his friends will be prepared to take up the Nanaimo concession, provided the city authorities are prepared to accept reasonable conditions.

Amongst the other propositions Mr. Waller is taking home to his friends is the construction of an inter-urban electric line between London, Ontario, St. Mary's and Stratford, a length of about forty miles, with a branch to Lucan, about six miles in length. The charter is in the hands of the North Midland Railway Company, and it is proposed to be financed by an English group whom Mr. Waller represents.

In connection with hydro-electric undertakings, a water power at Waddington, on the St. Lawrence, has been investigated. Waddington is in the United States, almost directly opposite Morrisburg, and there are many towns in Canada urgently requiring a supply of electrical energy situated within easy reach of Waddington, while at considerable distance from the Niagara Falls installation, and, as a consequence, the Hydro-Electric Commission have, we understand, entered into a contract with the Waddington Company for the supply of electricity over transmission lines to be erected by the Commission, to such towns as Kingston, Brockville, Lynn, Morrisburg, Cardinal, and Prescott. The charter under which the company holds the property emanates from the United States, but it is understood that a Canadian or English company will probably hold the entire

stock, and make a fresh bond issue in order to facilitate English finance.

Mr. Waller's firm are well known as consulting engineers in England. Amongst the numerous undertakings for which they are responsible, probably a work which they are at present carrying out in the electrification of the London, Brighton & South Coast Railway in England, and the large system of electric tramways in Buenos Ayres, in respect of which they are consulting engineers, will be most likely to be known; but their sphere of action embraces many countries.

ALUMINUM.

For several years France was the only country producing aluminum. The number of French aluminum factories has increased in the region of the Alps, especially in the Department of Savoie, where there are six establishments. With the two other French factories it is estimated that the total output is considerably above 25,000 tons annually.

The reduction plant established in 1889 at Nelhausen, in Switzerland, has had a most successful existence. Starting with an annual production of forty tons of aluminum, it turned out no less than 2,621 tons in the first nine months of 1910, valued at more than \$840,000. The company has several branches, all of which are operating successfully. Its stock has never yet paid less than 12 per cent.; in 1906 it paid 26 per cent. on a par value of 1,000 francs (\$193).

The Swiss control of the aluminum market, which had existed for several years, passed away with the opening of the American factories at Niagara. Neither Switzerland nor France possesses such rich mines of oxide of aluminum and such sources of electrical energy as the United States. Negotiations were begun a year ago with the view of limiting the production of aluminum and keeping up the prices, but owing to the attitude of the American producers the movement has not been successful up to this time.

Aluminum has become indispensable in the construction of automobiles, dirigible balloons and aeroplanes. It is employed also in paper decorations and for wrapping purposes. It has been found of enormous advantage also in the textile industry.

RUSSIA PLANS TO CONNECT BLACK SEA TO BALTIC.

From time to time projects have been mooted in Russia for the construction of a canal to connect the Black Sea and the Baltic, but owing to a variety of reasons chiefly financial, the government has been disinclined to take the matter in hand. Reports are now, however, widely current to the effect that a syndicate of French and Russian capitalists is prepared to carry the scheme through, and that application has been made with a view to the grant of a concession. Beginning at Riga and ending at Kherson, the waterway will have a total length of 1,600 miles, but the engineering difficulties are not considered serious, as every advantage will be taken of the Rivers Dwina and Dnieper, which, of course, will have to be dredged and widened, while waterfalls will be constructed between the two rivers in the vicinity of Vitebsk. The total cost is estimated at about \$250,000,000. One of the results of the enterprise, if completed, will be the opening up of the north of Europe to Russian grain supplies on a much larger scale than is possible at present, and the coal from the Donetz district will also be made available for the Baltic provinces and the Black Sea ports.