

50 miles to form a Hinterland, then I hold an ideal location will be selected. The port and settlement would be on Laurentian territory, with iron, mica, granite, galena and gold, as minerals to be exported; its rear would be the contact with Huronian, on the same lines as the Wahnapiatae gold formation. The probabilities would amount almost to a certainty, that paying mines would be one of the assets of the colony; that the port would be a distributing point on the James Bay railway; and that a good farming background would give stability and weight to the commercial, manufacturing and mining features of the enterprise.

As suggested before, an electric railway to progress with the onward wave of settlement, should be a prominent feature. Supposing Sudbury to be the first objective point on the James Bay route, our line would run obliquely to N. E. of it, and act as an auxiliary rather than a rival. While the first cut of pine has been taken off the district, the hardwood, pulp timber and bark is yet untouched, and might amount to a valuable consideration. A company with, say, 1,000 shares of \$100 each, to be sold at par only, and employing only shareholders (if enough offer) to do the work; with no speculators, and no drones, with a store at which all supplies are furnished at cost; and with all mechanical appliances furnished by the members at special rates, with electric light, power, carriage, and even board, at rates to meet actual outlay, the conditions of settlement would be so much superior to the general conditions of pioneers that colonization would be shorn of its chief discomforts. If you could leave the crowded streets, vile odors, competitive battle, dress parade, and taxes of city life; but carrying school, church, library, literary and musical socials with you, into a healthier climate, with more profitable employment, abundant fuel, fruit and flowers—in short a natural life—who would hesitate to embark in it? You cannot choose your company in city life—you may in the country.

HOMO SENEX.

THE DOMINION ESTIMATES.

RAILWAYS.

Intercolonial Railway—	
Sundry improvements	\$280,600
Extension to Montreal, to pay rental to Grand Trunk Railway Company for railway from Chaudiere to Montreal, to be operated as part of the Intercolonial Railway	210,000
	<hr/> \$490,600

Prince Edward Island Railway—

Improvements	18,500
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CANALS.

Soulanges Canal—Construction	1,610,000
Cornwall " enlargement	160,000
Farran's Point "	325,000
Rapide Plat "	250,000
North Channel, straightening and deepening	50,000
Galops "	1,275,00
River Reaches	50,000
Lake St. Francis, removal of boulders, etc.	50,000
Trent	603,200
Sault Ste. Marie—Construction	45,000
Lachine	155,000
Lake St. Louis Channel, straightening and deepening	65,000
Grenville—Enlargement	40,000
Williamsburg Canals	9,000
Murray Canal	1,000
Rideau "	875

HARBORS.

Nova Scotia—	
Various wharves and breakwaters	38,900
Prince Edward Island—	
Piers, wharves, etc.	40,650
New Brunswick—	
Wharves, dredging, etc.	43,200
Quebec—	
Piers, breakwaters, wharves, dredging, etc.	97,700
Ontario—	
Wharves, dredging and piers	234,200
Manitoba—	
Repairs, improvements, etc.	28,000
North-West Territories—	
River and bridge work	5,000
British Columbia—	
Improvement of channels, etc.	51,500

PUBLIC BUILDINGS.

Nova Scotia—	
Halifax drill hall	18,000

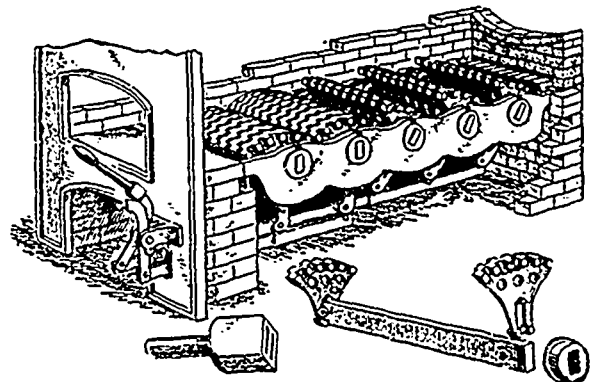
Kentville public building	5,000
Liverpool "	5,000
Ontario—	
Kingston drill hall	10,000
Sarnia public buildings	5,000
Manitoba—	
Portage La Prairie post-office	8,000
British Columbia—	
Victoria public buildings	16,000

CANADIAN ASSOCIATION OF STATIONARY ENGINEERS.

The eleventh annual dinner of Hamilton No. 2, C.A.S.E., was held in the Commercial Hotel, April 7th. There was the usual large attendance, and the evening passed most pleasantly. The menu was excellent, and was done full justice to before the toast list was presented by the chairman, R. Mackie. During the evening music was interspersed by Messrs. Jardine, the Eleon Club, J. R. Dixon, Stanley, Hastings, A. Child, W. G. Blackgrove, F. Mitchell, and D. Marentell. J. Bain acted as accompanist. The dinner committee was R. Mackie, chairman, Joseph Ironside, secretary; P. Stott, W. R. Cornish, W. Stevens, R. E. Chillman, R. C. Pettigrew. The toast list was as follows. The Queen, Canada our Home, responded to by A. Hartwell; Mayor and Corporation, responded to by Alds. Henside and Pettigrew; Manufacturers, responded to by J. McGlauchlin, of Toronto; Educational Interests, responded to by J. S. Williams; Executive Head, responded to by E. J. Philip, A. M. Wickens, of Toronto; Sister Associations, responded to by Messrs. Mooring and Dixon, of Toronto; Hamilton No. 2, responded to by R. Mackie; The Ladies, responded to by A. P. St. John; Host and Hostess, responded to by Messrs. Moxey. A pleasant feature of the evening was several selections by the gramophone, operated by Mr. Morrice.

ROBERTSON'S SHAKING AND DUMPING GRATE BARS

The shaking and dumping grate bars of which the accompanying engraving gives an idea are manufactured by Jas. L. Robertson & Sons, 204 Fulton St., New York, who are successors to the Heine & Robertson Co. The firm is very favorably known to the trade, not only in the United States, but in Canada as well. The makers state that nearly seven years use,



under conditions of unusual severity, has demonstrated their efficiency and durability, and the recent changes in design, tending to greater strength, enable them to promise even more satisfaction in the future. The grate is composed of a series of replaceable leaf castings, a best quality wrought iron cross bar, protected from the heat, and durable bearings in which, it is claimed, friction is reduced to a minimum. Frames for seven sections and under are made without truss.

L'ASSOCIATION DE SECOURS MUTUELS DES INGENIEURS MECANICIENS.

This association held its annual meeting on the 25th ult. under the presidency of Ephrem Valiquet. Associated with him were Louis Gayon, Factory Inspector; Alex. Bonin, Prof. at Laval University; J. A. Rodier, and the association's legal adviser. The election of officers resulted as follows: President, Ephrem Valiquet; 1st Vice-pres., Henri Beauchamp; 2nd Vice-pres., Mathis Guimond; Treas., Wm. Gendron; Fin. Sec., Etienne Leroyer; Corresponding Secretary, Alex. Blair; Asst. Sec., Jos. Guimond; Trustees, Magnus Lessard, Arthur Coulombe, Alphonse Provost; Conductor, Arthur Alix; Door-keeper, Téléphore Leclair; Employment Agent, Ephrem Valiquet; Delegates, Gendron, Denis, Coulombe. After the