

motors up to 80 h.p., and supplied a number of the exhibitors with lights. All their motors were connected up, and their switchboard was fitted up with the necessary switches of the most approved types. They also displayed a line of Adams-Bagnall arc lamps, special lamps in great variety, fans, blowers, telephones, etc.

The "Imperial" lathe chuck, manufactured by Ker & Goodwin, Brantford, Ont., had its many good points explained by the members of the firm.

The manufacturers of leather belting, D. K. McLaren, and the J. C. McLaren Belting Co., both had attractive exhibits. The both firms claim to use the genuine English oak-tanned stock.

The James Morrison Brass Manufacturing Co., Limited, Toronto, surpassed even their efforts of former years, and their lines of steam specialties, gas and electric fixtures, bathroom and sanitary equipment were very striking and comprehensive. Their marine brass work attracted attention, as they exhibited a whistle and steam ship telegraph for the new Dominion cruiser "Vigilant."

The Toronto and Hamilton Electric Co., Hamilton, Ont., showed their dynamos, motors and direct connected sets.

The United Electric Co., Limited, Toronto, had an extensive and varied exhibit of dynamos, motors, electrical supplies of all kinds. A "Bell" engine was also shown in operation in their space.

The Waterous Engine Works Co., Limited, Brantford, had a McEwen engine in the boiler-room running the blower for the Underfeed Stoker Co., Limited.

The Westinghouse Electric Manufacturing Co., Limited, Pittsburg and Hamilton, Ont., had arc lamp circuit regulators in operation.

Babcock & Wilcox, Limited, Montreal and Toronto, manufacturers of water tube boilers, showed in addition to a permanent boiler exhibit samples of their solid steel boiler forgings and manhole covers. They also distributed very interesting reading matter, and a limited number of their publication called "Steam" were secured by interested visitors.



NATIONALIZING THE NICKEL INDUSTRY.

The following comes by way of London, through the Daily Chronicle: An important proposal is likely to be made by the Dominion of Canada to the British Government. In the Sudbury district of Ontario there are situated the largest known nickel mines in the world. For commercial purposes there are at present only two sources from which the world's supply of nickel is drawn. One is at Sudbury, and the other is in the French penal settlement of New Caledonia. In the manufacture of guns and armor-plate nickel is an indispensable ingredient. The whole present supply, however, Canadian and French, is controlled by the International Nickel Company, an American trust, which has managed to crush out all its smaller competitors. At the head of this combination is C. M. Schwab, ex-president of the Steel Trust. It has, however, occurred, not for the first time, to some Canadian patriots, that it is absurd that the nickel used in the construction of the iron walls that defend Great Britain, should be purchased second-hand from an American trust while the great source of the supply is on British soil; and it has accordingly been suggested that the invaluable supply in the Sudbury district should be reserved for British use. Apart from patriotism, Canadians have, of course, an eye to business in making this proposal. The International Trust puts an arbitrary price on nickel. Its present commercial value is about 40 cents, or 1s. 8d. a pound, but experienced miners and smelters say it can be mined, smelted, refined, and put on the market at a price not exceeding 6d. a pound. In that case, within the past ten years, the period during which nickel has begun to be extensively used in the building of ships of war, the supply purchased by Great Britain has cost at least 200 per cent. more than it need have done. That 200 per cent., it is urged, might have been used in increasing the efficiency of nickel as a defensive material of war.

Some months ago the Canadian Government expressed a

willingness to make an offer to the British Government of all the nickel in the Sudbury district, provided that the offer was certain of acceptance. It is understood that, before Mr. Chamberlain left the Colonial Office, an undertaking was arrived at on behalf of the British Government that the offer would at least receive most careful consideration. It was added, however, that it would be impossible for the Government to interest itself directly in the production of nickel, but it was pointed out that there would be no objection to the insertion in all contracts issued by the Admiralty and the War Office of a clause specifying that the nickel used in the manufacture of guns and armor-plate should be of British origin and production. France would then probably take steps to reserve the nickel of New Caledonia for her own use, so that the whole supply of the world would practically be in the hands of Great Britain and France. Other countries would have to take what was left at an enhanced price, after the two powers had satisfied their wants. The International Trust would, of course, continue to work its freehold property, but under a severe handicap.

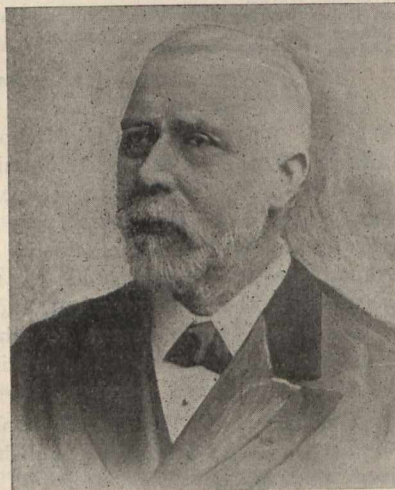


THE BRITISH ENGINEERS' VISIT TO CANADA.

As we go to press, a party of over one hundred members of the British Institution of Civil Engineers is on its way to the International Engineering Congress, to be held in St. Louis the first week in October. The itinerary was so arranged as to include a trip through part of Canada, visiting Montreal, Quebec, Ottawa, Toronto, and Niagara Falls.

The Institution is nearly a century old, and for the first time the members have, as a body, left their headquarters in Great George St., London, and gone abroad. They were received in New York by the American Society of Civil Engineers, at whose invitation they made the trip, and some days were spent in viewing the sights of engineering interest in and about that city.

On Monday, September 19th, the party was conveyed on a special train on the New York Central Railway from New York to Montreal, where they were received by the Canadian Society of Civil Engineers, who were their hosts throughout their visit to Canada.



Sir Wm. White, K.C.B., D.Sc., F.R.S., President, Institute of Civil Engineers.

Tuesday and Wednesday were spent in Montreal. The Canadian Pacific Railway shops were visited, where luncheon was served by the company. Special street cars then carried the party on a trip around the city. Wednesday morning the visitors were taken by special Grand Trunk train to Victoria Bridge, and after a short visit, they proceeded to Lachine, whence a boat, chartered by the city for the occasion, conveyed them to the Soulanges Canal. The return trip was by way of the rapids. In the evening a reception was tendered by the Governors, Principal, and Fellows of McGill University.

Thursday was spent in Quebec, visiting the harbor, the graving dock, the site of the new bridge, and Montmorency Falls. The party left in the evening by the Intercolonial Rail-