

COAST TO COAST

Toronto, Ont.—The villages of Mimico and New Toronto have applied to the Legislature for authority to build a joint water supply.

Victoria, B.C.—J. P. Kean, in a paper read before the Slocan Board of Trade, advocates the establishment of a zinc refinery in Canada.

Prince Rupert, B.C.—The Grand Trunk Pacific will inaugurate its steamer service between this port and Alaskan points on March 30th.

Winnipeg, Man.—Premier Norris will move a resolution asking the Dominion Government to hasten the construction of the Hudson Bay Railroad.

Vancouver, B.C.—Engineer Hueckel reports that Norris McDiarmid & Co. are entitled to \$6,474 extra for work done on the Georgia-Harris viaduct.

Carp, Ont.—Engineers of the Hydro-Electric Commission addressed the ratepayers on the question of cost of installing hydro-electric power here.

London, Ont.—A further request for \$39,000 for the London and Port Stanley electrification has been granted. This brings the total cost to the ratepayers up to \$900,000.

Ottawa, Ont.—In the annual review of the work of the Department of Railways and Canals a great increase in mileage and prosperity of the government railroads is reported.

Calgary, Alta.—City Engineer Craig reports that the treatment of sewage with chlorine gas would cost \$23,300 yearly. It is not expected that the council will adopt the proposal.

Welland, Ont.—The Canadian Steel Foundries Ltd., have started operations at their plant here. The 12-in. mill is now in operation and the 22-in. mill will be started very shortly.

Montreal, Que.—The transmission line of the Shawinigan Water and Power Company has been completed to Quebec and power is being delivered to the Public Service Corporation there.

Peterborough, Ont.—It is expected that the Trent Valley Canal between this city and Lake Ontario will be opened for navigation this spring. The total cost of this division will be \$7,660,000.

Victoria, B.C.—Work on the new breakwater is progressing favorably. Divers engaged on the Sir John Jackson contract are now working on the granite blocks at the bend of the main arm.

Quebec, Que.—The Quebec Railway, Light, Heat and Power Company has commenced to construct their own street cars. The first product of the new industry will be completed about April 1st.

Ottawa, Ont.—The Town Planning Commission recommends that the suggestions made by Andrew Bell, C.E., in 1901, regarding the prevention of spring floods on the Rideau River be carried out.

Ottawa, Ont.—Comprehensive plans for the beautification, development and re-planning of the Canadian capitol have been presented to Parliament in the report of the Federal Town Planning Commission.

Vancouver, B.C.—City Engineer Fellowes has advised the board of works not to undertake the responsibility of erecting bulkheads in lanes for protecting side cuts, as it is likely to establish a costly precedent.

Victoria, B.C.—Only eight miles of track remain to be finished before the completion of the Patricia Bay branch of the Canadian Northern Railway. Contracts will soon be awarded for the construction of slips on the mainland and Vancouver Island.

Ottawa, Ont.—T. J. Stewart, of Hamilton, is moving to amend the bill of the Ontario Niagara Connecting Bridge Co. by providing that no construction shall be undertaken on provincial property or the lands of the Niagara Falls Park Commission without the consent of the Provincial Government.

Vancouver, B.C.—The city engineer has reported to the council the completion of the contract by the Vulcan Iron Works for the supply of 14-inch main, and the expense the city was put to by reason of the construction of a temporary main to eliminate the damage from the leak at Essondale. The water committee will be asked to report on the whole question of what claim the city has against the contractors.

New Westminster, B.C.—Mr. C. C. Worsfold, resident engineer here for the Dominion Government, who has returned from Ottawa, states that the sum of \$15,000 has been noted in the supplementary estimates for the work of carrying on the construction of the Fraser River main channel jetty, the second unit of which is now being built by the Marsh-Hutton-Powers Co. The supplementary estimates, however, have not yet been before the House. Under the Le Baron scheme, the north unit, that now under construction, was designed to be built in three units. The contract for the second unit was let at a price in the neighborhood of \$400,000. The third, and longest, will cost probably \$500,000, so that the sum put in the estimates, if voted, will only provide for a portion of the third unit, probably enough to continue the work throughout the summer and fall.

FEBRUARY COBALT ORE SHIPMENTS.

The following are the shipments of ore from Cobalt during February, 1916:—

	Tons.
Beaver Consolidated Mining Company	33.73
Buffalo Mines	37.69
Coniagas Mines	84.21
Dominion Reduction Company	220
La Rose Mines	87.08
McKinley-Darragh-Savage Mines	207.85
Mining Corporation of Canada (Cobalt Lake Mine)	122.41
Mining Corporation of Canada (Townsite City Mine)	84.68
Nipissing Mining Company	65.52
Penn-Canadian Mines	35.99
Peterson Lake Silver Mine (Seneca Superior Ore)	105.86
Peterson Lake Silver Mine (Mercer shipment)	17.21
Timiskaming Mining Company	38.92
Total	1,141.15
New Liskeard—Casey Cobalt Mine	29.5
Porquus Junction—Nickel ore	1,026.5

Coal ash contains silica, alumina, iron pyrites and other mineral matter. Depending upon the chemical composition and physical condition, these cause the ash to fuse more or less easily. The temperature at which firebrick will melt is sometimes influenced by the composition of the ash. For instance, a certain ash might melt at 2,600 deg. F. and a certain firebrick at 2,800 deg. F.; but together in a furnace both might melt at 2,500 deg. F.