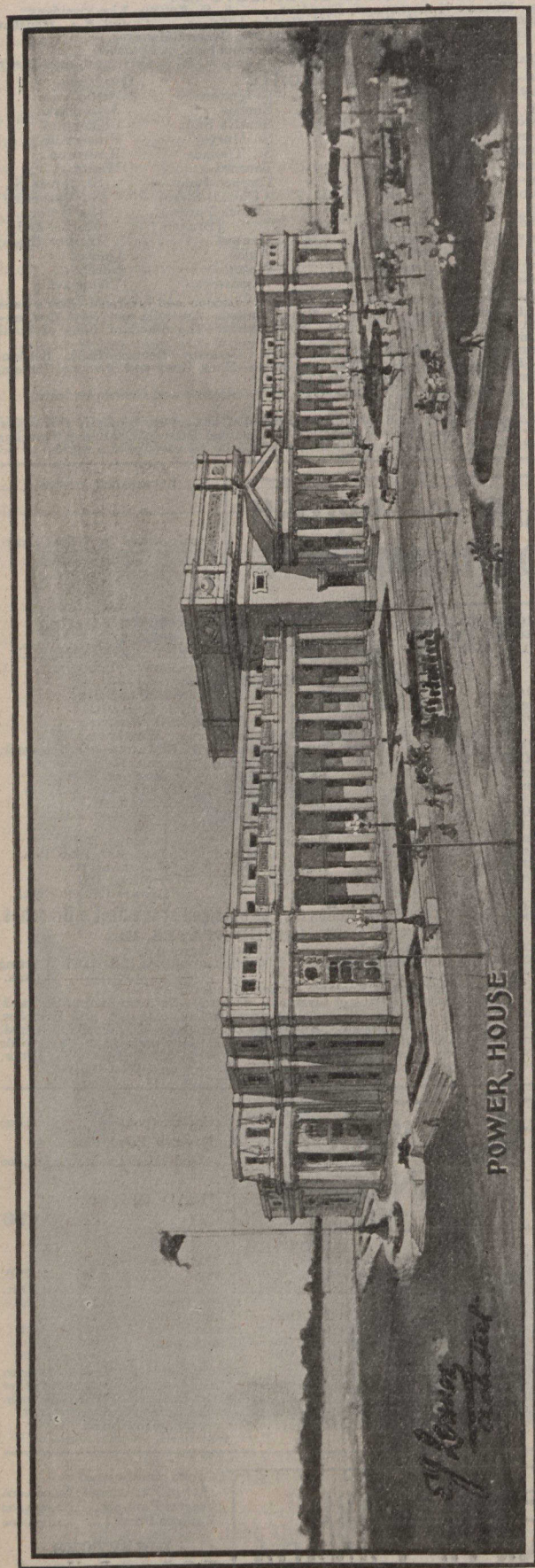


will look at the illustration we give to-day of the power house to be erected on the Canadian shore of the river, he will admit that a handsome structure is there depicted. It reminds one of the Treasury at Washington, or might be well termed an elongated version of the Leeds town hall. So far from being a mere bare stone rectangle, as one somehow expects houses for such purposes to be, it has graceful colonnades and



Elevation of Power House, 300 feet in length, at Niagara Falls, of the Electrical Development Company of Ontario, Limited.

is good to look at from any point of view. We are aware that it was insisted upon, and properly insisted upon, by the Commissioners of Queen Victoria Park that the company erect a building which should not detract from the appearance of the park. But the company has done more, or at least their construction plans promise more, for the building will enhance the appearance of that portion of the park, and be

architecturally of a dignity in keeping with its situation so near the great cataract.

"The style of the Italian renaissance has been adopted by Mr. E. J. Lennox in the plans, which the Government and the commissioners have approved. The building will be about 500 feet long, 70 feet wide, and 40 feet high. The front facade will show a high centre bay and two end bays, and in each of the two spaces there will be a loggia with a colonnade. Through large windows in the front and at the ends of the building the public will be able to look down into the machinery room. The rear facade will be plain. A sodded terrace, interspersed with flower-beds, will surround the structure, adding to its beauty. As it will only be a few yards from the electric car line, and affords an excellent view of the rapids, just above Niagara Falls, there is little doubt that the power-house will become one of the sights of the Falls."

In a previous issue, the wheel-pit was mentioned, of which huge hole in the rock we hope to give an illustration. But a still more wonderful piece of daring work is the tunnel which will convey away the waste water from the wheel pit, because the tunnel is below the surface, 150 feet down, and is some two thousand feet in length. It deserves a descriptive article to itself, if we had the space to devote to it. In its design the fact has been regarded that the Horseshoe Falls are constantly receding. "The lining for the first three hundred feet from the outlet will be put in in rings six feet long, so that as the Falls recede and the tunnel shortens by the breaking away of the surrounding rock, the lining will break away in clean sections and leave a smooth surface at the new end of the tunnel. For the rest of the distance the lining will be of hydraulic pressed brick. In the crown of the tail-race tunnel there will be constructed a light gallery for observation purposes, allowing an inspection of the interior at any time without having to shut off the flow of water. The engineers consider that the plan of the tunnel, being quite straight, will prevent any special erosion of the surface of the lining which would be brought about by a change in the direction of a large body of rapidly moving water."



—Few people realize the importance of the irrigation work which is now going on in Western Canada. We note that work is being pushed vigorously on the new seven miles' extension of the Milk River Canal. Water will be led from near Milk River ridge for seven miles northwesterly, from which point it will be diverted towards the east, and create a series of valuable lakes for stock watering and agricultural purposes near the Assiniboia boundary.



—Representatives of several Canadian railroads were present at a meeting in Ottawa on Tuesday last, to consider a circular received from the Railway Commission suggesting uniform rules for the operation of trains on all Canadian roads. The suggestion was approved in principle. The uniform regulations suggested include the block system of signals, automatic switches and other devices calculated to greatly minimize the liability of accidents. Among other things suggested is that train hands shall not work more than a specific number of hours whether or not they are willing to do so.

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—Mr. Seymour Bell, one of the British commercial agents in the United States, claims that while great endeavors have been made in that country to get rid of surplus products in foreign markets, a notable exception has been the manufacturers of iron and steel. Contrary to their usual practice, these gentlemen have curtailed output and so prevented the dumping which was generally anticipated. Why have they done this? Mr. Bell says that dumping has been suspended for political reasons, the object being to stifle any agitation in reference to the tariff question. Apparently, if this be true, there is a growing movement across the border for cheaper goods, even although it is clear that this benefit must be secured by the sacrifice of full employment, for that is the plain English of "curtailing output."