

memoir No. 20 E., 330 pp.; illustrated; 6 x 9 in. The report includes a summary, general and economic geology, of the various deposits, and statistics of production.

Commission of Conservation, Canada, 1914.—Fifth annual report, containing proceedings of annual meeting, January, 1914, in which is included summary statements of the work done under the several committees of the Commission during the year ending March 31st, 1914. 286 pp.; illustrated; 6 x 9 in.; cloth binding.

Ontario Bureau of Mines, 1914.—23rd annual report containing statistical review, mine production, mining accidents and reports from the Pre-Cambrian rocks north of Lake Huron, the chemical composition of natural gas found in Ontario, and the Kirkland Lake and Swastika gold areas, 340 pp.; 6 x 9 in.; illustrated.

CATALOGUES RECEIVED.

Steam-Jet Air Compressors.—A 4-page leaflet published by Meldrums, Limited, Manchester, England.

Mine Hoist Equipment.—A 32-page bulletin issued by the Canadian General Electric Company, well illustrated.

Exide Batteries.—A 24-page catalogue listing type X batteries for automobiles starting and lighting service.

Portable Volt Meter.—A leaflet issued by the Canadian General Electric Company describing type P-8 portable volt meter.

Steam Railroad Electrifications.—Twenty-four pages issued by Westinghouse Electric and Manufacturing Co., describing various electrifications in the United States.

Steam-Jet Elevators.—A 4-page leaflet describing an improved design for lifting and forcing water, acids, etc. Issued by Meldrums, Limited, Manchester, England.

Ice Harvesting.—A 16-page illustrated booklet describing the basin saw and the bond feeder, important auxiliaries for natural ice plants. Issued by Gifford-Wood Co., Hudson, N.Y.

Modern Electric Railway Apparatus.—A handsomely illustrated 30-page booklet issued by the Canadian General Electric Co., describing railway power apparatus and installations.

Direct Current Sub-Station Equipment.—A Westinghouse bulletin descriptive of high voltage generators, rotary converters and motor generators, as installed on various notable railway systems.

Portable Railway Plants.—A 68-page illustrated catalogue issued by Robert Hudson, Limited, Gildersome Foundry, Leeds, Eng., describing light locomotives, cars, trucks, switches, turntables, contractor's plant, etc.

Vertical Gas Engines.—Twenty-two pages of interesting information descriptive of Browett-Lindley enclosed, forced lubrication, gas engines of various sizes, speeds and powers. Issued by Browett-Lindley & Co., Manchester, England.

Feed Water Problems.—A 20-page leaflet circulated by Canadian Allis-Chalmers, Limited, Toronto, on reducing boiler room costs by heating and softening the feed water. It describes the Sorge-Cochrane hot process system of water softening.

BACK COPIES WANTED.

Requests have been received for a copy of each of the following issues of *The Canadian Engineer*:—November 30th, 1911; December 7th, 1911; and June 12th, 1913. As our supply of these has been exhausted, we will be glad to extend for one month the subscription of any reader who will supply us with any one of them.

Coast to Coast

Point Grey, B.C.—Plans have been sent to Ottawa for approval for a proposed wharf on the north arm of the Fraser River at Eburne.

Quebec, Que.—The reconstruction of the Dorchester bridge will be completed in a few weeks, according to the J. M. Gignac Co., Limited, contractors.

Toronto, Ont.—The temporary trackage now being laid on Bloor Street West from Dundas Street will be completed within a few weeks. The city has decided to operate this new line as a civic car line.

Sarnia, Ont.—The harbor has been dredged to a depth of 22 ft., and survey work by the engineers of the Department of Public Works, will be continued preliminary to construction work that will likely be completed next season.

Cobalt, Ont.—The lowering of the water in Cobalt Lake has progressed to such an extent that by the end of the month the water line will be over 6 ft. below normal. Practically all work in connection with the outlet has been completed.

Vancouver, B.C.—The completion in this city of a new pier and warehouses by the C.P.R., at a cost of \$750,000, is one of the steps that are being taken in anticipation of the business expected with the commercial opening of the Panama Canal.

Toronto, Ont.—A memorial highway, 535 miles in length, extending from Windsor to Montreal, is the subject of considerable discussion. It is estimated to cost \$3,000,000. Mr. W. A. McLean, provincial highways engineer, suggests a permanent base 9 ft. in width, and estimates the cost at approximately \$8,000 per mile.

Bruce Mines, Ont.—Work may be started in January on a 325 miles extension from Bruce Mines northerly, a contract having been let to the Ontario Northern Construction Co., on a percentage basis. The maximum grade north will be 1 per cent., and south .6 per cent. The heaviest curve will be 6 degrees. It is expected that about 50 miles of the line will be completed early next fall.

Penticton, B.C.—The Kettle Valley Railway has been linked up between here and Midway and construction work is well advanced towards Princeton, where the line will join the V. V. & E., and use a joint section to Otter Summit, where connection is made with the Nicola branch of the C.P.R. Construction work is now well advanced on the Kettle Valley bridge on the line linking the new Hope Mountain route with the C.P.R. on the north side of the Fraser. Grading has also been completed on the Hope-Coquahalla Summit section of the Hope Mountain route, and it is anticipated that the new line will be ready for traffic to the coast next summer.

Toronto, Ont.—The announcement that the Hydro-Electric Power Commission of Ontario is making a survey of the route of the Ontario West Shore Railway between Kincardine and Goderich, recalls to mind the noted case of the would-be engineer and capitalist, John W. Moyes, who has managed to escape, up to the present, the arm of the law, while a score of municipalities in the counties of Huron and Bruce are paying interest on a multitude of worthless bonds. The engineers of the Commission went out last week to appraise the line and to make an estimate of the material on hand. It is understood that they will report upon the eligibility of the route with a view to incorporating it in the provincial radial scheme. It will be remembered that a little grading had been done before the windup of the ill-fated scheme.