

poses to spend about two million, and the municipalities will, it is expected, spend about three million dollars.

Ottawa, Ont.—A large deputation from Toronto, Montreal, Prescott, Cornwall, Belleville and other places seeking government assistance for the furthering of a trunk road between Montreal and Toronto which would pass through Ottawa and serve a number of other Ontario and Quebec towns and cities. The scheme, as proposed, is for a highway between Toronto and Montreal which would not only connect the two largest cities in Canada, as well as Ottawa, but would develop the rural districts along its route by bringing business to them. To gain the shortest possible route a bridge must be built across the Ottawa River connecting the Island of Montreal with the mainland in Vaudreuil county, and government assistance in its construction was requested of Hon. Robert Rogers, minister of public works. Montreal was largely represented in the delegation, among the civic authorities being Controller Godfrey and Aldermen L. A. Lapointe, Monahan and Menard. The Canadian Manufacturers' Association, the Montreal chamber of commerce, the inter-provincial highway and bridge committee, the boards of trade of Cornwall, Prescott, Kingston and other towns were also included, one delegate, Col. Ponton, of Belleville, representing 63 boards of trade. Ex-Mayor Geary and Controller T. L. Church were among the Toronto representatives.

Montreal, Que.—The decision to use the space between the inner and outer shells of the Olympic for the storage of oil, to be experimentally used as fuel for one of the mighty boilers, is an interesting development in the use of oil as fuel which is so familiar a practice on certain Western railways. Nor is the use of oil for vessels any longer a novelty. One steamship company, with headquarters in the Far East, has twenty-one oil-burning ships in its service; two trans-atlantic lines have vessels equipped with apparatus enabling them to utilize oil. Indeed, the liquid fuel is far more generally used at sea than on land. A great advantage is that, instead of the difficult transmission of coal bags from a collier, oil can be pumped through flexible tubes into the hold of a ship to be supplied in rough weather. In such a ship as the Olympic there is an enormous saving of cargo room through the possibility of oil storage in space not otherwise utilized. The German fleet on the China station regularly uses oil; so do the ships of the Dutch navy and the Italian Admiralty. In the Far East, since Sir Marcus Samuel developed the Borneo oil fields, there are rich supplies for the constantly increasing use of liquid fuel throughout the surrounding region, supplemented by the product of the valuable oil wells in Burmah. The advantages, in brief, are the reduction in weight and space and number of men; the absence of cinders and the control of smoke; the ease with which an even temperature can be maintained; the absence of cumbersome gear for handling the coal and the ashes therefrom.

Calgary, Alta.—The department of mines was regarded by the mining engineers of Canada as an urgent necessity if the interests of the industry are to be thoroughly looked after and successfully promoted, was the statement made by Mr. E. A. Scovil, who recently attended the session of the Canadian Institute of Mining Engineers, held at Ottawa. Hitherto the mines have been under the supervision of the secretary of state, but the work has grown to such proportions that it is now imperative that a special portfolio be created in order that it may be properly attended to. The secretary of state is already loaded down with work properly appertained to his own department, and it is impossible for him to give that attention to the mining industry that it deserves. During the past few years immensely valuable

mining areas have been opened up throughout Canada, more especially in Northern Ontario and in British Columbia, and the activities of the mining men of the Dominion are being rapidly extended. The experts gathered together in Ottawa, Mr. Scovil said, had considered the situation from every angle and the profitable course for Canada, they had concluded, was an establishment of a department of mines for Canada. In this opinion they were in perfect accord with mining men not members of the institute, and it was expected by all that the matter will be presented to the government so convincingly that the new department will shortly be formed.

Calgary, Alta.—The C.P.R. has opened its new shops at Ogden, near here, which are the largest railway repair shops in the world. The opening of these shops marks a new era in the annals of Calgary and district, if not the Canadian West, for where less than twelve months ago was open prairie land to-day there exists a great hive of industry. The C.P.R. has already expended several millions of dollars on the erection of buildings and equipment forming these huge and colossal works, but there still remains more to be done before the shops reach the state of perfection which is always a part of the policy of the C.P.R. The shops are of the most modern construction, and contain the latest appliances used in the construction or the repair of a locomotive that the mechanical world has devised. Eleven and a half months from the turning of the first sod for the construction of the works the C.P.R. turned out its first engine. The contract for the shops was let to the Westinghouse, Church-Kerr Company, and Mr. T. N. Gilmore, the railway equipment engineer for the contractors, supervised the work. The power plant is one of the largest in the West, containing six Babcock & Wilcox boilers, capable of developing 2,100 h.p. A concrete smoke stack, 250 ft. high, provides the draught for the boilers. The steel work itself is a revelation, no less than seven millions of pounds having been utilized in the buildings. The capacity of the locomotive shops, which will be used for the present to do heavy work on the engines, will be between six and eight hundred locomotives a year. The shops will be a great acquisition in the West, and will materially assist the company in keeping its huge rolling stock in the highest state of efficiency.

Victoria, B.C.—The government is anxious in the interest of the country, to have the timber for sale along the Grand Trunk Pacific, between Yellow Head Pass and Fort George, taken out and used before decay and insects get a firm hold. As is well known, dead timber is not able to resist either of these enemies, and it is only a matter of time before what was perfectly healthy wood is filled with a network of insect borings and fungus growth. Damages to the extent of over \$5,000,000 annually are estimated to take place in Eastern Canada and the United States. These losses may not be paralleled in the West, but there is undoubtedly vast depreciation going on at all times and this will become more and more noticeable as time goes on and timber and values increase. Logging fire-killed timber involves losses in many ways, particularly in bringing useless parts of the tree to the mill, and in the danger of breaking when the trees are being felled. There are difficulties in milling, in that the soft, punky outside layers of decayed logs take up gravel which is bad for the saw. The average results of tests of small specimens free from defects indicate that the wood of fire-killed Douglas fir, after a considerable number of years, is slightly weaker than that cut from green timber. The difference, however, is not great, and in structural sizes containing the defects ordinarily found in timber, very largely disappears. In tests which have been conducted bridge stringers of fire-killed wood proved to be somewhat less strong than the green