

as a Brother, as an officer of this organization, and of his merits as a man; that we do most sincerely mourn his loss as a Brother, and that we tender our heartfelt sympathy to the widow and family of our departed Brother in this their hour of great sorrow and loss, and as a tribute of our respect for his memory, the charter of this association be draped in mourning for the period of thirty days. *Resolved*, that a copy of these resolutions be entered on the records of this association, also that a copy be presented to the family of the deceased Brother, and to the city papers and engineering journals for publication. Frank Robert, Thomas Wensley, F. G. Johnson, Wm. Hill, F. W. Donaldson, Committee.

After the Ottawa convention a few of the western delegates went down to Montreal for a short holiday, and were about to leave for home when they were captured by members of Montreal No. 1, detained over night, and were given an impromptu banquet in the Queen's Hotel. P. Cowper, mechanical superintendent Canadian Rubber Co., and Capt. J. Wright, consulting engineer, also accepted the brief invitations. At the head of the table sat J. J. York, past-president of the executive council, with the jewelled decoration received at Ottawa shining on his breast; on his right were executive president, W. Blackgrove, and secretary E. J. Philip; on his left side were J. Devlin vice-president executive council, and T. Ryan, past-president. The many good things provided by the able manager of the Queen's were thoroughly discussed, after which songs and speeches were in order, and among those who brought down the house were W. Blackgrove, J. H. Garth, D. A. Starr, George Hunt, A. E. Edkins, A. M. Wickens, and J. Fox. The entertainment was brought to a close with the singing of "God Save the Queen" and "Auld Lang Syne," and the western delegates went home loud in the praises of Montreal No. 1.

President Blackgrove has appointed Bro. R. C. Pettigrew, Hamilton, to be executive treasurer in succession to the late Bro. Duncan Robertson.

The annual dinner of the Toronto Branch will be held at the Richardson House on the 20th inst.

### METAL IMPORTS FROM GREAT BRITAIN.

The following are the values in sterling money of the imports in the undermentioned metals for the month of August, 1894 and 1895, and for the eight months ending August, 1894 and 1895:—

|                              | Month of August. |        | Eight mos. end'g August. |         |
|------------------------------|------------------|--------|--------------------------|---------|
|                              | 1894.            | 1895.  | 1894.                    | 1895.   |
| Hardware and Cutlery .....   | £5,040           | £5,916 | £45,467                  | £34,580 |
| Pig iron.....                | 1,416            | 2,301  | 12,886                   | 16,124  |
| Bar, etc.....                | 2,315            | 1,173  | 14,280                   | 8,702   |
| Railroad .....               | 36,135           | 31,118 | 171,196                  | 84,103  |
| Hoops, sheets, etc.....      | 10,611           | 8,912  | 61,439                   | 33,062  |
| Galvanized sheets .....      | 5,621            | 6,176  | 34,004                   | 41,320  |
| Tin plates.....              | 14,609           | 9,184  | 116,558                  | 82,281  |
| Cast, wrought, etc., iron .. | 4,864            | 5,463  | 45,930                   | 33,360  |
| Old (for re-manufacture) ..  | 2,681            | 1,841  | 10,352                   | 6,573   |
| Steel .....                  | 8,301            | 10,284 | 66,645                   | 43,047  |
| Lead .....                   | 1,516            | 2,339  | 6,514                    | 14,683  |
| Tin, unwrought .....         | 2,024            | 1,384  | 14,128                   | 15,193  |
| Cement .....                 | 2,368            | 3,155  | 23,475                   | 16,893  |

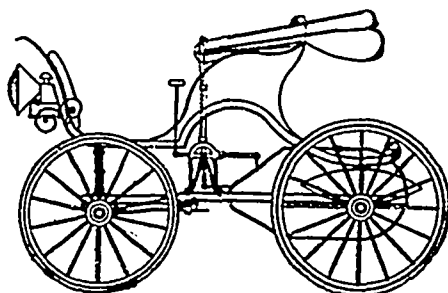
### FIRES OF THE MONTH.

During the past month the following mill and factory fires have occurred in the Dominion: Gillespie foundry, Chatham, N.B.; loss \$12,000, mostly machinery, insurance \$2,675.—J. Middleton's stave mills at Jericho, Ont., insurance, \$1,500. They will be rebuilt.—Brown & Smith's sawmill, Notre Dame, N.B.—W. Wright's evaporator at Conway, Ont.—J. Whitney's sawmill at Belmont, Ont. It will be rebuilt at once.—W. White's sawmill, Mansonville, Que.—J. G. McCrae's barrel factory, Sarnia. Loss \$2,000.—T. Johnson's foundry at Kemptville, Ont. Loss, \$800. To be rebuilt at once.—Jackson & Co.'s sawmill, Tidnish, N.S.—Pictou, N.S., academy. Loss \$20,000; insurance \$12,000. Origin of fire, lightning.—Dominion Lime Co.'s works near Sherbrooke, Que.; loss, \$50,000; no insurance.—Stearns tub factory at Lyndonville, Que., loss \$12,000, insurance \$8,000.—S. S. Cooper's planing mill at Clinton, Ont., October 25th; loss \$6,000; insurance \$2,000.—The sawmill belonging to Goo Dutch & Sons, Black Point, Restigouche, N.B.; no insurance; to be rebuilt at once.—John Bertram & Son's, Dundas, sand shed of tool works. Fired by incendiary. Loss reported \$600 to \$1,000; to be rebuilt.

### MOTO-CYCLE NOTES.

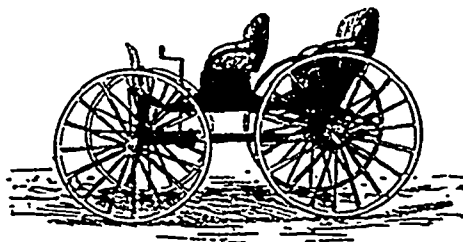
THE RACE AT CHICAGO POSTPONED TILL THANKSGIVING DAY, NOVEMBER 28TH.

The Maginn Motor Vehicle, built by the Maginn Power Company, of Chicago, has two oscillating cylinders set to act on quartering cranks, which are reversible and geared by chained sprocket wheels to axle of rear wheels. The steering apparatus is attached



THE MAGINN MOTO-CYCLE.

to the front axle, the wheels of which are loose on the axle. The operator has two levers to handle, that accomplish all the requirements of starting, stopping, reversing, steering and controlling the entire mechanism of a 4 h.p. motor; occupies a space of 18 in. square, it is enclosed, the same covering encloses the transmission gear, and protects it from dust and the weather. It is a favorite for gaining a prize.



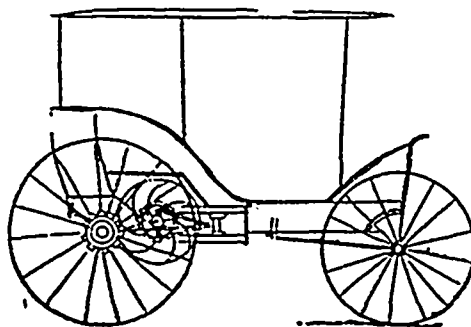
THE R. W. ELSTON MOTO-CYCLE.

This vehicle is equipped with an efficient steering apparatus acting on a segment and two pinions, and a steering port in a convenient position, the carriage is operated from the rear axle and the power distributed equally on both wheels by compensating gear; the advantage of this is apparent—when on turning a corner or going around a circle one wheel travels faster than the other. It has seating capacity for four persons and is propelled by a Kane Pennington Motor of four h.p. The maker claims for it a speed of 25 miles per hour.



THE JOHN W. HALL & SONS' MOTO-CYCLE.

The most attractive carriage to the eye entered shows up in all the beauty that the colored art can design, it is an adjustable vehicle in so far as its seating arrangements go; four can sit in it or it can be folded up to make it applicable to two; the total weight of this carriage is 550 lbs.



THE GAWLEY MOTO-CYCLE.