

Considerable interest has been aroused in England over the discovery of corundum in the township of Carlow, Hastings county. Ontario corundum, it will be remembered, is a valuable substitute in the manufacture of abrasive wheels, and is also one of the chief bases of aluminium. In an editorial the London (Eng.) Mining Journal discusses at length the discovery of the mineral in Hastings and speaks about its possibilities as a commercial product. The Journal notes the fact that the deposits have been traced through over seven different townships over an area of about 100 square miles, and goes on to give in detail the circumstances surrounding the discovery of the deposits and its exploration by private parties and agents of the Ontario Government. The Journal then proceeds to say that in the United States and in Europe aluminium is produced chiefly from kaolin and cryolite, which contain a smaller percentage of the finished metal than does corundum. The only known valuable cryolite mine is in Greenland, where mining operations are conducted with much difficulty. In Ontario these corundum deposits are easy of access and may be worked continuously all the year round. As an abrasive material this corundum has already been favorably reported upon by American experts who have examined samples. If it turns out, as seems probable, that the corundum can be smelted economically for the production of aluminium this will give it a value second to none in the mineral resources in Ontario. The tests which have so far been made are merely sufficient to show that successful concentration of the ore is feasible on a large scale. The Mining Journal gives prominence to its editorial and seems to consider the possibilities of the Hastings deposits to be good.

Personal

T. J. Sabin, contractor, Peterboro, Ont., was drowned in Little Lake, Ont., while fishing.

R. Cullen, superintendent of the sulphite plant in the Riordon Paper Mills, Merriton, Ont., has gone to Hawkesbury, Ont., to superintend the mills to be established there.

Grant Hall, mechanical foreman of the Intercolonial Railway, Moncton, N.B., received notice of dismissal, to take effect on Aug. 31. His place is to be taken by Fred G. Hunter.

Edward Butler, Government electrician for the Lachine Canal, Montreal, died recently after a three weeks' illness. He was forty-two years old, and leaves a widow and eight children to mourn his death.

Mr. Spencer, formerly an engineer in the employ of the Peninsular and Oriental Steamship Co., running between Bombay and Hong Kong, has located in Galt, and is now employed by the Goldie-McCulloch Co.

James Green, a well-known G.T.R. engineer, died at Stratford July 13th, aged forty-four years. About twenty-three years ago he entered the employ of the G.T.R., and had ever been a faithful and attentive employee.

John Patton, foreman pattern maker in the Truro Foundry and Machine Co.'s works, and one of the oldest employees of the company, lost four fingers from his right hand, owing to it coming in contact with a saw a short time ago.

Andrew Harrison, an employee of the Canada Sugar Refinery & Co., Montreal, was killed a short time ago by coming in contact with the transmission wires of the Lachine Rapids Hydraulic and Land Co. while holding on to part of an iron bridge.

Henry Szlapka, engineer and manager of the Hamilton Bridge Works Co., Ltd., Hamilton, Ont., was very successful in the discharge of his duties when on the staff of the New Jersey Steel and Iron Co., Trenton, N.J., where he had charge of the designing department.

Joseph Taylor, formerly secretary of the Michigan Peninsula Car Works, and identified for years with some of the most prominent business interests of Detroit, died July 19th at his summer residence, Taylor Point, Sandwich, Ont. Mr. Taylor was 58 years of age, and was born in England, but had spent the greater part of his life in Detroit. He was formerly for ten years chief assistant to the general manager of the Great Western Railroad.

T. B. Speight, of Speight & Van Nostrand, has been commissioned by the Government to run an exploration line due north from the head waters of Goulais River, following the 84th meridian, to the C.F.R. Railway, a distance of 90 miles. This is a district that is almost wholly unknown. Mr. Speight will be accompanied by a woodranger and a geologist, W. A. Charlton, who will explore the country for a distance of ten miles on either side of the line, and report upon the timber and mineral resources and the agricultural possibilities of the district.

Joseph Middlemas, engineer at the Deaf and Dumb Institute, Belleville, Ont., has been relieved of his duties.

Jos. McGregor, Nanaimo, B.C., has been appointed provincial inspector of metallurgical mines for British Columbia.

George Todd died in Fredericton, N.B., on the 12th ult., at the age of 86 years. He was the originator and manager of Todd's foundry, Woodstock, N.B.

J. N. Young, general manager of the Dominion Construction Company, has removed from Hamilton to Chicago, after a residence in the former city of about nine years.

Leopold Meyer, mining engineer, of California, has moved to Ottawa, Ont., with his family, to live. He has been appointed manager of the Grand Calumet mine, Pontiac county, Que.

Thos. McFarlane, lately chief clerk in the office of the superintendent of motive power of the Grand Trunk Railway, Montreal, died in Brockville, Ont., a short time ago, at his father's home.

Wm. Tye, C.E., formerly of Haysville, Ont., has been appointed chief engineer of the Robson and Boundary Creek Railway at \$5,000 a year, and a good bonus if he succeeds in getting it finished on time.

D. McLennan, of the Auditor-General's office, has been appointed astronomical computer to W. F. King, chief astronomer of the Department of the Interior. Mr. McLennan is a graduate of Toronto University.

W. J. Weller has been appointed superintendent of bridges and buildings of the Crow's Nest Pass branch of the Canadian Pacific Railway, with headquarters at Lethbridge, Alberta, in place of R. Balfour, resigned.

W. F. Robertson, New York, who has succeeded W. A. Carlyle as British Columbia mineralogist, is a graduate of McGill University, and is very highly recommended by Dr. Dawson, head of the Dominion Geological Survey.

Henry Tandy, of Dunkirk, N.Y., has been appointed superintendent of the Canadian Locomotive and Engine Company, Kingston, Ont., in place of F. J. Leigh. Mr. Tandy was previously connected with the works in Kingston, and is a capable manager.

Thomas A. Harvey, formerly with Moore & Henry, London, Ont., who has recently graduated with the degree of civil engineer from the Rennselaer Polytechnic Institute, Troy, N.Y., has taken a position in the bridge and construction department of the Pennsylvania Steel Company, Harrisburg, Pa.

J. Murphy, engineer for the Cornwall Electric Street Railway, who has taken a good position in Montreal, was presented by the employees of the railway with a beautiful smoking set as a token of their esteem. The present was accompanied by an appropriate address, which was read by Mr. Taylor, superintendent of the company.

Among the Royal Military College graduates who have recently received good appointments are: Capt. A. H. Van Straubenzie, R.E., who has been appointed to the command of the "M" submarine mining company at Chatham. He is a son of Lieut.-Colonel Van Straubenzie, late D.O.C., Kingston. Lieut. A. Adams, R.E., third-class, first grade superior revenue establishment of Burma State railways traffic department, has been promoted to second class fourth grade of that establishment. He is a son of Mr. Adams, architect, late of the Kingston penitentiary staff. Captain A. C. Joly de Lotbiniere, C.E., has been appointed assistant instructor, School of Military Engineering, Chatham.

We regret to record the death, in Montreal last month, of Thomas Hartnell Spurrier. Mr. Spurrier was born in Shepherd's Bush, London, England, thirty-seven years ago, and was educated at Spurgeon's College and afterwards at Regent's Park College. His parents intended him for the ministry, but Mr. Spurrier preferred literary and artistic work, and was engaged in painting and newspaper work before coming to Canada. He settled in Montreal five years ago and was engaged by McGill Medical College to do the anatomical painting of that institution. He also contributed some spirited cartoons and sketches for the daily press as well as for THE CANADIAN ENGINEER. He was very popular among the engineers, his sketches of the annual conventions having been much appreciated. A few weeks before his death he had finished the compilation of a book on the "Yukon Region of Canada," which is shortly to be published by a London House. Mr. Spurrier was an agreeable companion and conscientious worker and will be mourned by many friends as well as his family. He leaves a wife and three young children. He had just brought his two eldest children through a severe attack of typhoid fever, which he himself took with fatal result as they were recovering.