

HECTOR MACKENZIE, the founder of the Oil Well Supply Co., Petrolia, Ont., who has been prominent in the business circles of that town since 1866, where he established the firm of Draper & Mackenzie, machinists, died last month at his home in Petrolia.

THOMAS AUSTIN, of Brooklyn, N.Y., is at the Balmoral Hotel, Montreal. Mr. Austin is the inventor of the "Austin Extension Heater," and visits Canada to make arrangements for the introduction of his heater on this market. His invention has met with great success in the United States, and embodies many features new to Canadians.

EDWARD LUSHER, secretary and treasurer of the Montreal Street Railway Company, died at his home in Montreal last month, at the age of seventy-one. He had been secretary and general manager of the street railway for eighteen years, and became secretary-treasurer of the company when the road was converted into an electric system.

At the commencement exercises of the graduating class of 1896 from the Stevens Institute of Technology, Hoboken, N.J., held June 18th, 1896, the degree of doctor of engineering was conferred by the faculty and trustees of Stevens Institute upon Commodore George W. Melville, Engineer-in-Chief of the United States Navy, in appreciation of the excellent engineering work performed by Commodore Melville for his country and the advancement of the science of steam engineering. Only once before in the twenty-five years' history of the Stevens Institute has the degree of doctor of engineering been conferred, and then upon Professor R. H. Thurston, of Rhode Island, who formerly occupied the chair of Mechanical Engineering in Stevens Institute, and is now director of Sibley College, Cornell University.

Railway Matters.

SURVEYORS have been at work on the route of the Montreal, Vaudreuil and Ottawa Railway, between Rigaud and Caledonian Springs.

C. C. SMITH & Co., railway contractors, Sherbrooke, Que., have finished the Quebec Central Bridge over the St. Francis at Sherbrooke, which was washed out by the floods.

WORK is being pushed on the Dauphin Railway. The line is being located by Mr. Drury, engineer of construction; H. Urquhart, foreman of construction; R. B. Van Horne, D. A. Ross and A. C. Smith.

THE St. Lawrence and Adirondack Railway has amalgamated with the Southwestern Railway, under the name of the St. Lawrence and Adirondack Railway Company, with capital stock of \$1,000,000, and head office in Montreal. The directors are Dr. W. Seward Webb, Chauncey M. Depew, Edgar Van Eitten, John Jacob Astor, Charles H. Burnett and Henry L. Sprague, of New York; Martin E. McCleary, Malone; E. C. Smith, St. Albans, Vt.; and R. W. Leonard, Beauharnois, Que. The new company has decided to take over the lease made by the St. L. & A. Co., of the G.T.R. line, between Valleyfield and Beauharnois.

OFFICERS OF THE CANADIAN ASSOCIATION OF STATIONARY ENGINEERS.

The following officers have been elected in the different branches of the C.A.S.E. for the year beginning July 1st:—

Ottawa—F. J. Merrill, president; Albert Gaul, vice-president recording secretary, F. G. Johnson; financial secretary, F. Robert treasurer, Wm. Hill; conductor, John Harris; doorkeeper, E. Sutton; trustees, Wensley, Johnson and Cowan.

Montreal—President, John Murphy; 1st vice-president, J. E. Huntington; 2nd vice-president, William Smyth; secretary, B. Archibald York, re-elected; treasurer, Peter McNaughton; financial secretary, Harry Nuttall, re-elected; corresponding secretary, Hugh Thompson, re-elected; conductor, J. Glennon, re-elected; door-keeper, Wm. McAlpin, re-elected. Trustees, Past presidents Thos. Ryan and John J. York; John H. Garth. Librarian, Past president John Robertson.

Toronto—President, J. Fox; vice-president, C. Mosely; corresponding secretary, T. Eversfield, acclamation; financial secretary, W. G. Blackgrove; treasurer and librarian, S. Thompson; conductor, T. Seaton; doorkeeper, J. Doyle; trustees, J. Huggett, E. J. Philip, G. Fowler; delegates to convention, J. Bain, J. Fox, C. Mosely, J. Huggett, A. M. Wickens; corresponding secretary, G. C. Mooring.

Kingston—President, Harvey Hopkins; vice-president, John

L. Orr; secretary, John McDonald, Rockwood Asylum; treasurer, Charles Selby; conductor, Robert Bajus; doorkeeper, Ronald McDonald.

Hamilton—Past president, W. R. Cornish; president, Wm. Norris; vice-president, E. Teeter; recording secretary, Jos. Ironsides; financial secretary, A. Nash; treasurer, Wm. Nash; conductor, Wm. Jones; doorkeeper, Thos. Carter; trustees, R. Mackie, P. Stott, R. C. Pettigrew; auditors, G. Mackie, J. Ironsides and J. Wadge; delegates to convention at Kingston, Wm. Norris and G. Mackie.

Berlin—In this branch of the C.A.S.E. all the officers of last year were re-elected.

Carleton Place—President, Capt. McKay; vice-president, John McFarlane; secretary, J. D. Armstrong; financial secretary, Wm. Taylor; treasurer, H. McFadden.

Kincardine—President, D. Bennett; vice-president, J. H. Walker; secretary, Percy C. Walker; conductor, T. Hall; doorkeeper, M. Farral.

METAL IMPORTS FROM GREAT BRITAIN.

The following are the values in sterling money of the metal imports into Canada from Great Britain for May, 1895 and 1896, and the five months to May, 1895 and 1896:

	Month of May.		Five months to May.	
	1895.	1896.	1895.	1896.
Hardware and cutlery	£4,143	£6,097	£20,911	£27,493
Pig iron.....	3,118	3,179	5,871	7,780
Bar, etc.....	1,109	2,141	4,857	6,299
Railroad	23,394	9,675	26,568	22,038
Hoops, sheets, etc.....	5,765	5,481	12,051	11,696
Galvanized sheets	7,357	3,006	21,243	15,672
Tin plates	16,999	13,753	48,893	56,119
Cast, wrought, etc., iron ..	5,026	6,776	15,726	21,568
Steel	6,357	10,590	19,314	36,727
Lead	2,745	1,182	6,566	5,443
Tin	1,747	1,559	7,845	7,074
Cement	4,970	3,393	6,527	10,365

ELECTRICITY AND WATER PIPES.

Editor CANADIAN ENGINEER:

SIR,—Allow me to call attention to a subject which may be of importance. Since the introduction of electricity to propel street cars in Toronto I have found leaks in underground lead pipes of a very different description to leaks or bursts found before. Formerly the pipe was split through weakness, now I find even the strongest—and in some cases pipe that is nearly new—having round holes as if a shot had gone through them.

Near and round about the hole is a white, gritty substance like ground glass, which is firmly embedded in the grain of the lead. The holes are always pointing downward and not less than about three feet apart, the pipe between being perfectly clean, sound and free from anything of a barnacle nature adhering to it. They chiefly occur in lead services that cross under the car tracks, but I have found them over a hundred yards away on streets leading north from the tracks, on a rising grade.

I believe there are many such leaks going on at present, for I find a weakness of pressure and a rushing sound on many of the house taps. But they are hard to find because the stream striking downward, it cuts a passage into the interior of the ground, and worms itself into unknown channels, seldom showing the leak on the surface.

I believe the electricity from the cars follows small streams of water or the wettest veins of the subsoil, and often strikes the lead pipes, or causes such a change in the soil by chemical action at certain points, adjoining or touching the pipe, that a hole is eaten through. If the holes, however, are eaten through by chemical action, why should they always occur on the down side?

I have questioned the gas service pipe layers, and am informed that similar defects are found in the wrought-iron pipes. The question seems to me is that in return for the privilege of electrical power, we may have the metal pipes laid under ground seriously damaged and ultimately made useless, unless changes can be made in the present system.

W. M. WATSON.

THE California Gold Mining Co., Rufus H. Pope, president, has been organized to develop mineral claims in the famous Trail Creek district of British Columbia. A. W. Ross & Co., King street, Toronto, mining brokers, are placing the stock on the market. Capital, \$2,500,000, in shares of \$1 each.