

The Jenckes Machine Co., Sherbrooke, Que., shipped two car loads of mining machinery recently to the War Eagle Mining Co. It will be erected at once.

Railway Matters.

The C.P.R. has ordered ten more compound engines from the Kingston locomotive works.

The Canada Atlantic Railway is building a large number of 35-ton freight cars at its Ottawa shops.

The Shawenegan Falls branch of the Quebec & Lake St. John Railway has been open to traffic since October 23rd.

J. S. O'Dwyer, C.E., returned to Granby, Que., after exploring a route for a projected railway from the headwaters of the Skeena, to the headwaters of the Stickeen rivers, for the Dominion Government.

The Milwaukee Southwestern Railroad Co. announces that it proposes not only to build a line 200 miles long, extending southwest from Milwaukee, but that it intends to go into the lake and rail business, co-operating with the Canada Atlantic.

The Rainy River Railway is being pushed with great vigor by McKenzie & Mann's contractors. Between 5,000 and 6,000 men are at work on a section of 150 miles stretching from Stanley, on the Port Arthur, Duluth & Western Railway, southwesterly towards Rainy River, and next spring 10,000 men will probably be engaged in order to try and complete the line to secure a share of next year's northwest harvest.

The C.A.R. train that took the Government party to the opening of the Soulanges canal ran 81 miles in 70 minutes. Among those on board were, Hons. J. I. Tarte and Fielding; Collingwood Schrieber, Deputy Minister of Railways and Canals; I. K. Jones, secretary; J. R. Booth, E. J. Chamberlin, W. J. Pomphrey M.P., H. B. Spencer, of the Canadian Pacific Railway; F. Maréchal, superintending engineer of the Quebec canals; R. B. Rogers, superintending engineer of the Trent canal; R. C. Douglas, of the Department of Railways and Canals, the representatives of the Montreal, Ottawa and Toronto papers, and others.

The Grand Trunk Railway has a surveying party at work making arrangements for improving the grades and double-tracking the line from Hamilton to Niagara Falls, Ont. This special work has been under consideration by the G. T. R. management for some time, and consequently the company of late has been putting in the stone abutments to bridges double width, so as to carry a double track when it would be required. It is expected that the contracts for widening the roadbed, track laying, etc., will be let during the winter, and the construction work commenced early next spring, and the double tracking finished some time next summer. When done this work will complete a double track run from Toronto to Niagara Falls.

Personal.

R. R. Smith, superintendent of the Sherbrooke Street Railway, is ill with an attack of typhoid fever.

W. H. Randall has been appointed foreman of the meter and machine shops of the Toronto waterworks, Soho street.

Jas. Flemming, head of the foundry firm of James Flemming & Sons, St. John, N.B., died October 10th of apoplexy.

H. C. White, of Jenkins Bros., Boston, called on us during the past month. He reports good demand in Canada for this firm's goods.

Alex. Lister has left Perth, Ont., for Birmingham, England, where he has secured employment with the Birmingham Tramway Co.

H. Orpen, for twenty four years foreman of the meter and machine shops of the Toronto waterworks, was presented with a gold ring by his friends in the department. Mr. Orpen resigned a short time ago.

J. Tees is now representing the Oliver typewriter in Toronto. This machine is built by the Linotype Co.

Chas. Potter, optical instrument maker, Toronto, died Nov. 3rd, aged 68 years, after many years' illness.

J. Laprairie, Montreal, has been appointed by the Canadian Pacific Railway Co., inspector for the car works at Perth, Ont.

E. Lafontaine, assistant engineer of the Department of Public Works, Ottawa, died in Vancouver, Oct. 10th, of typhoid fever.

The death of George A. Browne, traffic manager of the Richelieu and Ontario Navigation Company, took place at Atlantic City, October 12th. He was 40 years of age.

Mrs. Campbell, Guelph, Ont., has been given a verdict for \$1,000 and of \$500 each to two children in her suit against the Acton Tanning Company for the death of her husband.

Frank H. Pitcher, McGill University, Montreal, who has been demonstrator in physics for the past five years, has just been appointed engineer of the Montreal Water and Power Company.

Thos. Eversfield, engineer in charge of the heating and lighting plant of Toronto University buildings, has resigned, and Fred. Hammer, formerly machinist at the Fensom Elevator Works, Toronto, has taken his place.

Jas. Gunn, Royal Military College, Kingston, son of Alexander Gunn, postmaster of Kingston, Ont., has received from the Imperial War Office an appointment in Egypt on the staff of the Government railways, under Lieut. Girouard.

T. G. Hazlitt, president and general manager of the Dickson Lumber Company, died at Peterborough, Ont., Oct. 12th. He was a native of county Armagh, Ireland, and came to Peterborough when a young man, and engaged in the lumbering business. In 1870 he became manager for the Dickson Lumber Company. He was 76 years old.

Joseph Smith, bridge foreman on the Canadian Pacific Railway on the North Bay division, while recently engaged in the work of repairing the trestle near Desbarats station, was struck by a passing train and knocked off the trestle, falling on his back, a distance of about fifty feet. He was removed to the hospital at North Bay, Ont., in a most critical condition.

C. N. Coburn, who has been looking after the engineering work in connection with double-tracking C.P.R. main lines in Ontario, has been appointed resident engineer of the C.P.R., at Smith's Falls, Ont. He supersedes A. K. Kirkpatrick, who, it will be remembered, was selected some time ago by the British Government to be engineer of the government railroads in Egypt.

The position of General Manager of the Canada Cycle and Motor Company, limited, has been offered to and accepted by Joseph N. Shenstone, the well-known secretary of the Massey-Harris Company, Ltd. He had much to do with the building up of the successful business of A. Harris, Son & Co., of Brantford, and since the formation of the Massey-Harris Co., Ltd., has been a director and secretary of that company.

The remains of the late James A. MacMahon, railway contractor, son of the late Philip MacMahon, were interred in Dundas, Ont., October 16th. Mr. MacMahon was born in the town of Dundas 47 years ago, and his life has been spent in contracting. He had just been awarded a contract for 90 miles of railway construction in Eastern Canada, when he died. Amongst the large engineering works which deceased superintended may be mentioned the Government dry-dock at Lewis, Que., section 33 Welland Canal, several large contracts on the C.P.R., G.T.R., M.C.R., and the Canada Atlantic Railway bridge across the River St. Lawrence at Coteau Landing.

Ottmar Mergenthaler, the inventor of the linotype, died at Baltimore, Md., October 28th, of consumption. He was born in Wurtemberg, Germany, in 1854, and came to the United States penniless and friendless, when 18 years of age. He was employed by a Baltimore firm that was making some models of printing machines for James O. Clephane, a Washington stenographer. He took a deep interest in the work, and for four years devoted his time to inventing a type-setting machine of his own. After many experiments he made a complete change of system in 1880, and adopted the plan which resulted in the present linotype machine.