

copper each year from 1888 to 1898; the value of which he finds to be \$5,907,638. The value of iron pyrites, mainly shipped from Pilley's Island, during the same period, was \$1,522,250. Chrome iron was shipped to the value of \$70,890, mainly from Port-au-Port. The value of iron ore shipped from 1895 to 1898 was \$200,140. The total value of all minerals exported, 1888-98, was \$7,829,158. Of slate, \$1,356 worth was shipped in 1898, and of the last-named article Mr. Howley states that some of our deposits are equal in quality to the best Carnarvon slate in England, and better than any used in the United States. Of the petroleum wells at Port-au-Port, Parsons' Pond and other places, Mr. Howley speaks in favorable terms. Indications of petroleum have been found over large areas on the west coast.

## Personal.

S. S. Glass has been appointed to the charge of the electrical and steam plant in the Victoria Hospital, London, Ont.

E. I. Sifton, manager of the Electrical Construction Company, London, Ont., was married a short time ago in that city to Miss Kate Kelley.

J. J. York, engineer, in charge of the plant in the Board of Trade Building, Montreal, has resigned, and accepted a similar position in the St. Lawrence Sugar Refinery.

Arch. Rankin, marine architect, who formerly practised in Toronto, and is now chief architect to the American Shipbuilding Co., a combination of shipping interests recently effected at Cleveland, was recently in Toronto on a visit.

J. A. Calder, of Halifax, N.S., and member of the well-known firm of Wm. Muir & Sons, spent a day in Toronto on his way west. Mr. Calder was taking estimates for a cornmeal plant he proposes to install at Dartmouth, N.S.

H. P. Archibald, engineer, formerly of Antigonish, N.S., has been appointed superintendent of the Lethbridge, N.W.T., Waterworks & Electric Light Co., Ltd., and has now taken over the charge of these works.

W. A. Peck, representing the O. W. Bullock Co., of Springfield, Mass., was in Toronto for a few days last month. Mr. Peck is a well posted traveller, and has been engaged in the tool supply trade for some years past.

W. B. McLean, a graduate of McGill College, Montreal, for the last three months employed in the drafting room of the Robb Engineering Co., Amherst, N.S., will continue his technical studies in Manchester, England.

John Bosence, locomotive fireman, Fairville, N.B., was seriously injured in a very unusual way. The water glass on the boiler exploded and the shattered tube flew, one piece striking with great force in the young man's back, entering on the right side near the border of the shoulder blade, penetrating right through the right lung and then striking a rib.

Archibald McBride, Kingston, Ont., died after a short illness August 6th. He came from Ireland 60 years ago with his parents, settled in Kingston, and has lived here ever since. During that time he was continuously employed by the Richelieu & Ontario Navigation Company, as engineer, serving on all their boats. His last boat was the "Corsican," on which he was working till within three weeks of his death. He was a brother of Robert McBride, engineer on the R. & O. steamer "Bohemian," and Samuel McBride, carpenter at the Royal Military College, Kingston.

Four of a gang of 16 men engaged in laying the foundation of a pier of the Midland railway bridge across the Shubenacadie river, Nova Scotia, were drowned August 20th in a caisson sunk to the bottom of the river. It was supposed to be air tight, the pressure of air from a plant on the shore keeping the water out. Through some blunder the safety valves were opened and the air rushed out, and the water rushed in to take its place. The men scrambled for the ladder in the narrow air shaft. Twelve ascended in safety and four perished in the rising flood. Their names were Luke Peters, James Wilkes, William Donegan and James Donahoe, of New York.

William Power, a veteran shipbuilder, died in Kingston, Ont., August 29th, after a prolonged illness. He was 78 years of age, and was born in Prince Edward Island. He was engaged in shipbuilding at Quebec, Montreal and Kingston, and many famous craft were of his handiwork.

Three research scholarships of £150 a year, tenable for two years, have been granted by the Exhibition of 1851 Commissioners to W. B. McLean, McGill University. Scholarships have been continued for a second year to W. G. Smeaton, Toronto University, and E. H. Archibald, Dalhousie University, Halifax.

W. F. Pike, M.A., Ph.D., for twenty years professor of chemistry at Toronto University, has resigned, and will remove shortly to England, where he has purchased an estate. He had a private mechanical laboratory, which he equipped at an expense of about \$20,000, which was acknowledged to be the most perfectly appointed machine shop in Toronto.

While raising one of the trusses for the roof of the new Methodist church building at Fergus, Ont., John Moffat, contractor for the woodwork, was almost instantly killed. The truss was being hoisted with block and tackle, and was almost at the required height when one of the guy-ropes broke. Mr. Moffat saw what had happened, and was running to avoid the falling timber, when he was struck between the shoulders and died almost immediately.

## Marine News.

P. Griffith, St. James street, St. John, N.B., boat builder, has received an order from the Fishery Department, Ottawa, to build a 20 foot gasoline launch, for use at the biological station, St. Andrew's, N.B.

A despatch from Halifax, N.S., states that the barque "Strathome," Maitland, N.S., now at Cork, Ireland, has been sold on foreign account for \$14,000. She was built in 1883, and is 1,098 tons register. This is said to be the fifth large Nova Scotian ship sold within a month to Italians. Within the past twelve months there has been a demand for wooden ships of this class, and prices have advanced materially.

There is considerable speculation going on in marine circles over the rumor from Ogdensburg that in all probability the five large steamers of the Ogdensburg line will be made passenger boats by the opening of next season. Plans, it is said, have already been approved of. This, if it goes into effect, will give Chicago direct communication with the lower lakes.

The Allan Line steamship "Sicilian" has been launched. The "Sicilian" is of 5,000 tons, and is especially intended for freight service, but will have accommodation for about 60 first cabin as well as for a number of steerage passengers.

The Lake Erie Navigation Co., Ltd., \$40,000 capital, has been incorporated by E. C. Walker, Walkerville; F. H. Walker and J. H. Walker, Detroit; S. A. King, M.D., Kingsville, Ont.; W. Woollatt, Walkerville.

The item in the estimates of \$350,000 for Port Colborne is "on account." The plan now in the department contemplates, the Minister of Public Works states, not only the deepening of the harbor, but the erection of berths and slips for the mooring of ships as well as the construction of breakwaters.

At a meeting a short time ago of the promoters of the Quebec, Hamilton & Fort William Navigation Company it was understood that R. A. Lucas, Hamilton, Ont., would take the place of the late Senator Sanford as one of the incorporators of the company. It is the intention to have two new boats built this year, in readiness for next spring's business.

The R. & O. Navigation Co. made a service test of the speed and coal consumption of the new steamer "Toronto" the other day. The builder's guarantee was a speed of 17 miles per hour on a consumption of 2 lbs. of coal per h.p. per hour. On the test made she attained an average speed of 17.1-3 miles per hour on a consumption of 1.76 lbs. of coal per h.p. It is said that the best record hitherto made by a side-wheel steamer having a triple expansion engine, and showing a like speed, is a consumption of 1.80 lbs.