

P. BOWLER, formerly electrician, in the employ of the City of Westminster, B.C., has removed to Montreal, Que., having purchased the Felix House, 505 Craig Street.

MANAGER S. R. BREAK, of the Detroit Railway Company, has resigned his \$2,500 position rather than work on Sundays. Mr. Break is a Canadian, formerly of London, Ont.

JOHN WILSON has for the third time been elected member for Govan, Lanarkshire, in the British House of Commons. Mr. Wilson is senior member of the firm of Thomas Robertson & Co., metal merchants, Montreal.

W. H. FROST, proprietor of the Smith's Falls malleable iron works and brother of F. T. Frost, the Liberal candidate at the last election, is a candidate in the North Riding of Leeds and Grenville, Que. Mr. Frost is also a Liberal.

D. STEVENS, several years inspector of steam boilers and machinery for New Brunswick and Nova Scotia, has been appointed General Marine Superintendent of the Dominion. J. P. Esdaile, of Halifax, succeeds Mr. Stevens as machinery inspector.

CAPT. C. F. COX, assistant engineer in the Department of Marine and Fisheries, was drowned at Gatineau Point three miles below Ottawa. He was seized with cramps while bathing and went down in the presence of his wife and daughter.

R. B. LANGDON, a large railroad contractor in the North-West, died at his home in Minneapolis last month. Mr. Langdon, with his partner, Mr. Sheppard, built large sections of the C.P.R. between Portage la Prairie and the mountains in 1881-82.

PROFESSOR CHAPMAN, who has for so many years been connected with the University of Toronto in the capacity of professor of mineralogy and geology, has resigned. It is understood J. B. Tyrrell of the Dominion Geological Department will be a candidate for the position, along with many others.

THE death of Mrs. Wm. B. Parks, the wife of Engineer Parks of the ferry service, will be learned with deep regret by numbers of friends. Though the termination of her illness was not altogether unexpected, yet it came suddenly upon many who were not aware of its progress. The bereaved husband has the sympathy of the community in his sad loss.

J. F. TORRANCE, formerly of Montreal, was found dead in bed at Roseland, Ont., on July 17th. The cause of death is believed to have been paralysis. Mr. Torrance was a well-known mining engineer, and had been connected at various times with many of the mining properties of Canada. He took his degree of B.A. at McGill in 1872, and proceeded to the study of mining engineering, in the faculty of Applied Science, in which he subsequently took the degree of bachelor.

THOMAS L. WALKER, M.A. of Queen's University, Kingston, and Robert O. King, B.Sc. of McGill University, Montreal, have each been awarded one of the scholarships founded on funds derived from the London exhibition of 1861. The scholarship entitles the holder to \$750 a year for two years, while pursuing studies in foreign universities. Mr. King, whose portrait appeared in a recent number of THE CANADIAN ENGINEER in connection with honors he won at the last examinations at McGill, is a son of R. W. King, the inventor of one of the best automatic knitting machines known.

DAVID MACCUTCHION, a citizen of Montreal for the past thirty years, and well known in mechanical circles, died last month, aged fifty-one years. He came to Canada from Scotland thirty-three years ago, and was very highly esteemed by all acquainted with him. He had been for twenty-eight years with Cuthbert & Son, machinists and brass founders, his employers placing a high value upon his integrity and ability. He leaves two sons, Samuel H., of Boston, and David W., of the G.T.R. His widow and sons have the sympathy of their friends in their great loss, for Mr. MacCutcheon was a consistent Christian, and will be much missed.

CHAS. MACDONALD, a young Canadian whom many readers will remember as an invited guest at the opening of the McGill Engineering Building (where he appeared as a vice-president of the American Society of Civil Engineers), has won the greatest prize of recent years in bridge engineering. His design for a railway bridge to cross the Hudson river between New York and Jersey City by a single span of over three thousand feet, nearly double that of the longest existing span, has been accepted by the New York State Bridge Commission. The total length of this bridge is less than that of the Victoria and other bridges in Europe and America, but it surpasses all others in that it spans the river from pier line to pier line, a distance of 3,110 feet, without intermediate support, and in that the cost is estimated at \$25,000,000. It will be a six track railway suspension bridge, 125 feet in width,

with steel towers 557 feet in height, resting upon foundations of solid masonry to a depth of 125 feet below high water. There will be twelve steel cables supporting bowstring steel trusses, hinged in the centre of the span, and rising 200 feet above the roadway at the highest point. The Union Bridge Company, of which Mr. Macdonald is the senior partner, has guaranteed the construction within the estimate. This company has been reorganized since June 1, Mr. Macdonald's former partners having retired, and having been succeeded by Andrew Onderdonk, well known in Canada. Mr. Macdonald is a son of W. S. Macdonald, of Gananoque.—*Witness*

The Patent Review.

- 47,120 Davis Colby, Ore Roaster Company, Middlesboro, Kentucky, ore roasting kiln
- 47,122 Woolf Valve Gear Company, Minneapolis, engine.
- 47,124 W. J. Anthistle, London, Ont., pipe mould.
- 47,127 E. Julien and T. Berthiaume, both of Montreal, safety appliance for street cars
- 47,132 L. S. Beardsley, Nangatuck, Conn., supporting insulator for electric wires
- 47,136 M. K. Bowen, Chicago, street car heater.
- 47,144 Alexander Car Replacer Manufacturing Company, Scranton, Pa., car replacer.
- 47,146 A. Johnson and H. C. Black, both of Oakfield, Cal., can making machine.
- 47,147 R. McCully, Philadelphia, crushing machine.
- 47,148 A. S. McCaskey, Chicago, electrical signalling system
- 47,150 C. Kimplen, Chicago, crushing or grinding machine
- 47,162 B. F. Sparr, Brooklyn, steam engine.
- 47,163 J. D. Young, steam and hot water radiators.
- 47,167 Canada Switch Manufacturing Company, Montreal, lock for railway switch gear.
- 47,168 F. W. Wheeler, Montclair, N.J., pumping engine
- 47,171 A. Worthington, Brooklyn, sectional steam boiler.
- 47,177 J. M. Saland, Port St. Père, France, method for utilizing exhaust from engines.
- 47,183 J. B. Reed, Toronto, guard for street cars
- 47,193 Max Nirdlinger, Milwaukee, apparatus for manufacturing artificial fuel.
- 47,194 A. Worthington, Brooklyn, boiler setting.
- 47,199 D. N. Bertram, St. Katherine's Works, Edinburgh, Scotland, pulp strainer.
- M. V. Nichols and J. A. Fraser, both of Port Arthur, electric trolley attachment.
- 47,210 The Choquette Canal and Harbor Dredging Company, dredging apparatus.
- 47,215 G. Barnett and H. Barnett, assignee of J. Gosling, all of Philadelphia, method of forming rolls for manipulating metals.
- 47,217 D. F. Réaume, Montreal, assignee F. X. Gagné, St. Aimé, Que., art of making woven wire fences
- 47,218 A. R. Durrenback, Alsace, Germany, boring apparatus
- 47,219 G. A. Seidel, Norristown, Pa., car coupler.
- 47,222 W. J. Hinphy, Montreal, street car fender.
- 47,227 J. F. Gleason, F. S. Patch and W. C. Spear, all of Quincy, Mass., device for filling joints of metal pipes.
- 47,244 J. F. McIlroy, Albany, N.Y., system of electrical distribution.
- 47,256 G. J. Altham, Swansea, Mass., power transmitting apparatus
- 47,266 H. W. Nipper, London, Ont., steam engine
- 47,271 W. M. Gross, Spokane, Washington, excavator.
- 47,279 J. D. Grey, W. B. Price and A. Sharp, all of Baltimore, direct acting steam engine.
- 47,284 C. D. Mosher, New York, steam generator.
- 47,289 Automatic Tank Company, Camden, N.J., water elevator.
- 47,293 J. B. Hill, Bowling Green, Ohio, traction ditcher
- 47,313 H. O'Hara and J. A. Wallace, both of Melbourne, Australia, spark arrester.
- 47,316 Long Manufacturing Company, Cleveland, Ohio, dumping apparatus for railway cars.
- 47,317 J. B. Brand, H. Shackell, and C. L. Franklyn, all of Milwaukee, Wis., method of and apparatus for melting snow drifts.
- 47,325 H. A. Majewski, Berlin, Germany, process of and apparatus for manufacturing artificial marble.
- 47,338 The Mining and Dredging Power Company, New York, steam vacuum pump.
- 47,348 R. Powell, Cleveland, Ohio, nail machine.