

PERSONAL.

C. B. Brown, resident engineer of the C.P.R. at London, with his staff of four men, has been transferred to Toronto.

John Croft, who was terribly injured while dynamiting among the fire ruins at Toronto, died at the Emergency Hospital a few hours after being admitted.

T. H. Wiggins, C.E., has been appointed by the North-West Government to take charge of drainage and irrigation work in the Territories, in succession to B. J. Saunders, who resigned. Both are Brockville men.

The sudden death is announced of T. S. Ingraham, first assistant grand chief engineer of the International Brotherhood of Railway Engineers, who dropped dead at his desk at the convention at Los Angeles, May 27th, from apoplexy.

Josiah Dawson, of St. Catharines, one of the best-known marine engineers on the Great Lakes, is dead. He was engineer of the Lakeside, running between Toronto and St. Catharines. A son was lost when the Bannockburn went down.

W. N. Dietrich, an electrical engineer with the C.P.R., jumped off a train near Rat Portage, which was running at a good rate of speed, to rescue a baby which had fallen off the train. Finding it comparatively unhurt, he followed to Winnipeg on the second section of the train and restored it to its frantic mother.

Frank G. Stevens, of Halifax, N.S., who has been superintendent of Le Roi No. 2 mine at Rossland, B.C., has resigned to take the superintendency of large gold and silver mines at Guanajuato, Mexico. He is succeeded by D. R. Thomas. Mr. Stevens is a graduate of Kingston School of Mines.

J. A. McGregor has been appointed assistant superintendent of the C.P.R. car service, with headquarters in Winnipeg. His division extends from Fort William to the Pacific coast. J. Edickson, superintendent at White River, has been promoted to superintendent of the second section of the western division with headquarters at Cranbrook. W. K. Thompson, of Toronto, has been appointed superintendent at White River.

E. H. Henry, recently chief engineer of the Canadian Pacific Railway, and formerly of the Northern Pacific, has been appointed fourth vice-president of the New York, New Haven, and Hartford Railway Company, a new position, the duties of which are to cover the construction, maintenance, and operation of the company's lines operated by electricity. Mr. McHenry will assume the duties July 1st, with headquarters at New Haven, reporting to President Mellen.

Antoine Gobeil, Deputy Minister of Public Works at Ottawa, contemplates, rumor says, retiring from that position and taking up the practice of his profession, that of law. He was born at St. Jean, on the Isle of Orleans, in 1853, and has been in the Public Works Department for thirty-two years, for the last thirteen of which he has been Deputy Minister, holding that position under Sir Hector Langevin, Hon. J. A. Ouimet, Hon. Alphonse Desjardins, Hon. J. I. Tarte and Hon. James Sutherland.

H. W. Breckenridge, secretary-treasurer of the Colburn Machine Tool Co., Franklin, Pa., had an unpleasant experience with a burglar on the night of May 10th, being shot twice in the left side after a heroic struggle with the intruder. The burglar escaped and has not yet been captured. Mr. Breckenridge, who is possessed of a good constitution, has almost recovered. Meantime a big reward has been offered for the capture of the offender, both by the city and private parties, and Mr. Breckenridge's many friends in Canada congratulate him on his plucky defence of his home.

Last month we stated that W. F. Tye would probably succeed E. H. McHenry as chief engineer of the Canadian Pacific Railway. Since then the appointment has been made. Mr. Tye is about 43 years of age. He was educated at the Ottawa University and the School of Practical Science, Toronto, and entered railway service in 1882, acting as rodman, leveller and transitman successively on location, and

afterwards as assistant engineer on construction on the C.P.R. In 1886 and 1887, he was transitman and assistant engineer on the St. Paul, Minneapolis and Manitoba. The next year he served as engineer of track and bridges on the Tampico branch of the Mexican Central. In 1890 he was locating engineer of the Great Falls and Canada Railway in Montana, and in 1891 and 1892 engineer in charge of location and division engineer of the Pacific extension of the Great Northern. For about two years he was in charge of the change of gage of the Alberta Railway and Coal Company's road. In 1895 he was chief engineer of the Kaslo and Slocan Railway, and for four years he held a similar position on the Columbia and Western. In 1900 he became chief engineer of construction of the Canadian Pacific, and in June, 1902, was appointed assistant chief engineer of the system, which position he held till his recent promotion.

John G. Bain, president-elect of the Ontario Association of Stationary Engineers, is no stranger to steam engineers throughout Ontario and adjacent provinces. He has held positions in private, municipal, and railway, steam and water plants, and in one case was for fifteen years in the employ of a prominent printing establishment in Toronto. He was also in charge of the first electric light plant installed in Toronto, and while about 6 years ago, on account of his health, he entered the employ of one of the prominent oil companies, as traveller, and was retained on the staff of the new amalga-



mated independent oil companies, known as the Canadian Oil Co., Limited, he has always been closely in touch with engineering interests. He was secretary for a time of the Canadian Association of Stationary Engineers. He is now recovering from an accident, which happened three months ago, when he was struck by a trolley car and had his skull badly fractured. For many days he was unconscious, and his friends feared the worst from the series of surgical operations he underwent.

The Niles-Bement-Pond Company, Liberty street, New York, have issued a monumental work in the shape of a cloth bound machine tool catalogue of 750 quarto pages. It is said to be the most complete machine tool catalogue published. It opens with six full page illustrations of the various works of the Niles-Bement-Pond Company, and following these are thirteen pages of medals and diplomas awarded the various constituent companies of this concern. The first machines described are those for railroad shop use, including a complete line of driving wheel lathes, car-wheel lathes, a large variety of axle lathes, cutting-off and centering machines, quartering machines, car-wheel borers and hydrostatic wheel presses. The next division of the catalogue is devoted to lathes, including all sizes from the Pratt & Whitney bench lathe to the massive Bement 125-inch crank shaft lathe. Fifty pages are devoted to planing machines, and a specially large variety of heavy planers are shown. A large number of heavy drills are shown, including vertical drills, radial drills and multiple drills. Among the most interesting pages are those devoted to boring machines. First are the horizontal boring machines, which include all varieties of boring machines in which the work remains stationary, the cutting being done