

According to a French contemporary, a good simple test for the poles of an electric apparatus is a slip of ferro-prussiate paper moistened and held on the pole. The negative pole makes a white mark on the paper, which, by the way, is the same as that used for making copies of engineering designs, where the lines appear on a blue ground. Old blue diagrams of this kind cut into slips will serve as test papers.

Gold mining in Egypt under British auspices is certainly a return to abandoned workings. Egypt was the gold country of the ancients. A papyrus has been found describing the mines of Akita, which were reached from the Nile at a point near the modern Dakka. A great mining people lived in the mountains between the Nile and the Red Sea in the days before the Ptolemies.

Emery is quarried in the island of Naxos, in the Eastern Mediterranean, whence it has been exported for the last two centuries. The material is much too hard to be dug out, or even blasted. The method of working is as follows: Great fires are lighted round the blocks till the natural cracks expand with the heat, and levers are then inserted to pry them apart. This system is continued until the blocks are reduced in size to masses of a cubic foot or less, and they are then shipped as if they were coal. There are said to be 20,000,000 tons of emery yet available at Naxos.

Acetylene lamps for a penny are now sold in London. The apparatus consists of a glass tube about 2-in. long and ½-in. in diameter, pinched in at the top to form a neck and burner and plugged with a cork at the bottom. The installation includes a piece of calico and a pill-box full of carbide particles. Gas is generated by dipping the rag in water, squeezing out part of the moisture and replacing it in the tube with a tiny piece of carbide. Acetylene immediately issues from the top, and when lighted gives a flame which at first is about an inch long, and then gradually dies down till the carbide is spent. A piece of carbide about the size of a pea will give a light for several minutes.

Marine News.

The C.P.R. has added the Elder-Dempster steamer Monmouth to their fleet.

A bad land slide occurred on J. J. Fallon's contract on the Cornwall canal. One man was killed.

It is proposed to spend \$12,500,000 in deepening the Thames and providing docks and warehouses at London.

The St. Lawrence and Chicago Steam Navigation Co. has been authorized to increase its capital from \$500,000 to \$1,000,000.

The canal tug Hector, built by R. Abbey, at Port Colborne, for Hogan and MacDonnell, contractors, has been launched.

Owing to the increased traffic on the C.P.R., a daily steamship service will soon be established between Owen Sound and Fort William.

The harbor commissioners of Montreal have a plan for ice breakers to open navigation some weeks earlier than usual. It will be submitted to the Minister of Marine.

The Cunard Steamship Co. has commenced running certain of its vessels for second and third class passengers only. The Aurania and Carpathia will be used for this service.

The Esquimalt Marine Railway have secured the contract for the repairs to the British ship Belkneigh, injured by collision with the steamer City of Seattle. Their tender was \$15,950.

The Great Northern Railway has made arrangements for shipping connections at Quebec. Ten large freight steamers, from 7,000 to 8,000 tons each, will ply between Quebec and London, Liverpool and Manchester.

It is probable a large new passenger steamer will be placed on Rainy river this year to ply between Warroad and Fort Frances. A steamer is also to be placed on the Saskatchewan between Edmonton and Battleford, by Capt. H. H. Ross, of Medicine Hat.

The new C.P.R. steamer Princess Victoria made the trip from England to Victoria via Cape Horn in 58 days. She ran at an economic speed of 13 knots but can do 19¼ knots.

A bottle containing a message from the crew of the steamer John Hall, which foundered in December off the Main Dicks, Lake Ontario, has been found on Stoney Island near Oswego.

The International Steamship Co. hope, with their new steamer Calvin W. Austin, to cut down the time between St. John and Boston to 14 hours, one hour better than by rail. Another similar boat will be built for next year.

A derelict buoy, marked Department of Marine, Canada, with bronze bell weighing 200 lbs., has been washed ashore on the coast of France. It is supposed to have drifted from Nova Scotia. When new these buoys are worth \$1,000.

Michael Connolly has purchased a steamer in England for the Dalhousie-Gaspé service to replace the old Admiral. She has been in the Channel service between England and France and has cabin accommodation for 50 passengers. She is 250 feet in length, 31-ft. 6-in. beam, and a speed of 12 to 13 knots. She is a first class ship, being fitted with steam winches, steam derricks, steam steering gear and electric lights.

The A. E. Ames was launched by the Northumberland Shipbuilding Co., on March 31, and the J. H. Plummer, by Armstrong, Whitworth & Co., on March 28, and a third is building on the Clyde, for the Canadian Lake & Ocean Navigation Co. These steamers are 245 feet long, 37 feet beam, 24 feet deep, with lofty between decks arranged with eight large double side ports, and five large hatches for the grain elevators, so that they may be loaded or discharged in two hours.

PERSONAL.

Captain Andrew Miller, one of the best known and most popular steamboat men among the Thousand Islands, is dead.

Richard Martin, of Galt, has been made foreman of the finishing department of the Maple Leaf Harvest Tool Works at Tillsonburg.

H. J. Bowman, of Berlin, Ont., has gone to the Northwest to survey townships for the Government. L. T. Bray has also gone on the same business.

F. B. Polson, of Toronto, has been elected a member of the board of councillors of the National Metal Trades Association, which met at Buffalo in April.

Geo. Hancock, jr., is to take an interest with J. E. Westcott in the Grand River Metal Works at Galt. They will make barn door fastenings, gate hasps, shelf brackets, carpet stretchers, etc.

Archibald Naughton, the well-known railway contractor, who built a considerable portion of the Parry Sound division of the Canadian Atlantic and also the Ottawa and New York Railway, is dead.

Captain Wm. Leslie, a graduate of the Royal Military College, and son of a Kingstonian, is in command of the Royal Engineer Corps sent out with the British expedition to run down the Mad Mullah in Somaliland.

F. Brass, who was Master of Bridges and Buildings for the Middle division of the G.T.R., has been promoted to the position of general foreman, and C. H. Mitchell, who had charge of the bridges in the western division, succeeds him. G. F. Bishop succeeds Mr. Mitchell.

S. F. Parrish, M.E., recently appointed general manager of the Le Roi mine at Rossland, is an engineer of wide experience and ability. He was engaged in mining in Colorado for many years, and before his appointment to Le Roi had charge of the British Columbia Chartered Co.'s mine at Eholt.

W. J. Clark has been appointed superintendent of the Bell Telephone Co. at Toronto, in place of A. M. Stark, resigned. Mr. Clark has lately had charge of the long distance department, but will now have full control under the general manager. He has been in the employ of the company for 22 years, and has learned every department.