

other auxiliary companies. The only people who have manufactured the pumps in England under the name of Worthington pumps are apparently (1) James Simpson & Co., Ltd., who made certain kinds of Worthington pumps under a license to do so from the manufacturing American company, and (2) according to the plaintiff company's allegations in the present action, the defendant company. The principle of the Worthington pump is too well known to need description, and since the expiration of the patent the invention has been extensively adopted by manufacturers, the pumps made by them being advertised and sold as 'duplex pumps'. The defendants are shipbuilders, and make pumps on the Worthington principle for use on ships, and the present action was brought to restrain them from selling their pumps as 'Worthington pumps'. A number of witnesses were called on behalf of the plaintiff company, who said that the meaning of the term "Worthington pumps," as understood by engineers and manufacturers, was pumps manufactured by the Worthington people. At the conclusion of the evidence adduced on behalf of the plaintiff company, Mr. Justice Romer said that it did not appear that any purchaser from the defendants had been led to believe, or had understood, that the pumps supplied had been made or sold by the plaintiff company. Having regard to the pleadings, it could only be contended that the defendants had threatened and intended to sell their pumps as Worthington pumps. His Lordship said he was prepared to hear the defendants' evidence as to this, but suggested that the action should be dismissed without costs.

Mr. Moulto, Q.C., for the plaintiff company, said his clients would consent to this if the defendants would say they had no intention to pass off their pumps as Worthington pumps, and in such a way as to lead purchasers to suppose they were pumps supplied by the plaintiff company.

Sir Richard Webster, Q.C., for the defendant company, also assented, on the terms of all imputations of fraud being withdrawn.

#### CANADIAN SOCIETY OF CIVIL ENGINEERS.

A meeting of the society was held in their rooms in Montreal, on Thursday the 6th ult., Pres. P. A. Peterson in the chair.

A letter was read from E. L. Corthell, chairman of the Engineering Congress held at Chicago during the World's Fair, with reference to the formation of an International Institute of Engineering and Architecture. The object of this proposition was to unite into closer relationship representatives of all branches of engineering and architecture in all parts of the world, and among the chief functions which would be performed would be the publication of interesting papers read before any of the national boards of which the International Institute would be composed. These papers, after being thus reprinted, would be distributed amongst the members in all parts of the world. Another object would be the testing of materials which would be carried on under direction of the International Board, which would be located in the United States, to as great an extent as opportunity permitted. The projectors of this scheme also have in view the holding of an International Congress in 1900 at Paris, during the exhibition there. Consideration as to what steps will be taken by the Canadian society in the matter was held over for a future occasion. The subject of the annual meeting then came up for discussion.

The secretary announced that the date then fixed upon, viz., Jan 8th, would make it clash with the meeting of the Medical Society at McGill College, and it was decided therefore to postpone it. It was decided to leave the exact date for the annual meeting to be decided by the Council, but it will probably take place towards the end of next month.

It was practically decided also to have a conversazione, but the details of this and any other entertainments connected with the annual meeting were left for a committee to decide upon. Committee appointed.

A. L. Hogg's paper on "Transportation on our Inland Waterways and Canals" was then read. Particulars will be found in another column. There was some discussion.

Mr. Kennedy thought that what was new was not good, and what was good was not new. The hauling of ships up short inclines was of course well known as the ship-railway system. He did not know much about the skidway system himself, but presumed it was only a new application of an old idea.

Mr. Irwin thought it would have added greatly to the interest of the paper if the author had made some sort of an estimate as to the cost of his system compared with the ordinary locking plan at present in use. It seemed to him that a good deal of expensive machinery would be needed—hydraulic rams, etc., as mentioned by Mr. Hogg.

Mr. Sproule supposed that the chief advantage of the proposed system would be the saving of water which would be effected, though this was not mentioned in the paper.

Mr. Irwin remarked that in the States there were several places at which they hauled or slid vessels in this manner.

Further discussion was postponed.

The attention of our representative was drawn to the fact that the meetings of the Society of Architects for the Province of Quebec clashed with those of the Canadian Society of Civil Engineers, thus causing inconvenience to those who were members of both societies.

Another meeting was held on the 20th ult., Mr. G. C. Cunningham in the chair, the attention of those present being chiefly devoted to a discussion of the approaching annual meeting. It was decided to hold the latter on Friday, the 25th inst., and the conversazione on the previous evening, at McGill College. A committee was appointed to arrange the details of any entertainments which will be offered in connection with the annual meeting.

Another meeting was held on the 3rd inst., President Peterson in the chair. The chief feature was a paper by Henry F. Perley, on "The Resistance of Piles." Further reference to this paper will be made in next number. The question of arrangements for the annual meeting was discussed, but nothing very definite was decided upon. The discussion on Mr. Hodge's paper on "Inland Transportation," was continued.

#### WEST COAST OF NEWFOUNDLAND.

The mineral wealth of Newfoundland is but little understood, even by those whose interests lie there, and vast areas of that interesting but now distressed island, may be said to be unknown. Geo. A. Spotswood, C.E., of Kingston, spent the greater part of last summer on the west coast of Newfoundland in the interests of a corporation who are buying property there, and in conversation with a representative of THE CANADIAN ENGINEER gave an interesting description of the country. Mr. Spotswood favors us with the following brief but valuable record of his investigations, which, we understand, are to be resumed at an early date:—

Left Kingston in the latter part of June for Straits Bellrish to examine and report on the petroleum property of the Newfoundland Oil Company, and to locate the position for the boring of the primary wells. Geological formation—Quebec group—probably first petroleum found in this formation—oil of valuable quality, containing by analysis over 82.5 per cent of lubricating oils.

Made examination of Bluff Head and Lewis Brook asbestos fields. These properties contain large quantities of good quality of short fibre mineral, with a fair percentage longer fibre up to 2½ inches. Numbers of test pits have been sunk at random over both locations, and in every case mineral was found, some veins over 27 inches in width. The whole range of hills facing the sea seems to contain asbestos, that is the serpentine portion. In several outbursts of amygdaloidal trap native copper and chalcocite occur. Time being limited could not give it particular attention.

Examined part of the carboniferous area of Bay St. George. One locality contains several seams of fine quality bituminous coal, low in sulphur; one seam four feet wide. The railway now building will run over these beds, which are about half dozen miles from the sea coast.

This same formation is well represented in gypsum. One location has been selected, and a railway survey made connecting with the only harbor in the district where good, safe anchorage can be obtained.

The outcrop is an immense mass of pure white mineral several hundred feet high and 150 yards across the bed, which is nearly perpendicular. The owners intend to form a company to build a large storage dock and the five miles of railway connection, so as to be able to ship to Europe in large quantities.

Brought back several samples of argentiferous galena and sphulcrates for assay.

The climate is fine, the thermometer scarcely going above 75° Fahrenheit in summer, and only a few times below zero in winter. This west coast is almost entirely free from fogs, and in time will evidently become a fine grazing country, grass remaining green the major portion of the year.

All the mountain streams contain fine brook trout, also salmon and sea trout in season to more than satisfy the sportsmen. Inside the coast hill range caribou and ptarmigan in abundance.

There is a great opening there for the paper mills industry, spruce, fir and aspen being found in large quantities and favorable locations.