

The Fairbanks Co., Montreal, will be pleased to quote prices on these flanges, or give any further information, and we believe that they should particularly appeal to all manufacturers of boilers and tanks.



### CANADIAN SOCIETY OF CIVIL ENGINEERS.

The annual meeting of the Canadian Society of Civil Engineers will be held at the society's rooms, Montreal, on the 24th, 25th, and 26th inst. The first day, Tuesday, will be taken up with routine matters, and the address of the president Col. W. P. Anderson. On Wednesday the members will visit Lachine, where they will be the guests of the Dominion Bridge Co. at luncheon. During the trip they will inspect the Dominion Bridge Co.'s plant, the works of the Dominion Wire Co., and Allis-Chalmers-Bullock's new shops. The annual dinner will take place in the evening, and on Thursday papers will be read by Cecil B. Smith, Toronto, on the Canadian Niagara Power Co.'s plant; by E. M. Archibald on the "Effect of Load Factor on the Cost of Electric Power," Papers by Dr. Haanel, of Ottawa, on the electric smelting of metals, and by James White, of Ottawa, on Canadian maps, are also expected. It is understood that Ernest Marceau, of Montreal, will be elected president for 1905. It is proposed to appoint a secretary whose whole time shall be devoted to the work of the society, and ballots are now out to decide this question.

A meeting of the General Section was held on Thursday, 22nd December, to hear the conclusion of the discussion on Mr. Leonard's paper on "Loss of Heat from Iron Pipes." A paper on "Bridge Launching," by B. J. Forrest, M. Can. Soc. C.E., was also read.

The following is the result of the last ballot for new members:

#### Members.

Frank Alexander Barbour, of Boston, Mass. Frank Creelman, of Ottawa. John Charles T. Crofts, of Toronto, Ont. Arthur Nassau Molesworth, of Ottawa. Theodore Edward Naish, of Ottawa.

#### Associate Members.

William Clifford, of North Bay, Ont. Jacob C. N. B. Krumm, of Montreal. Horace Longley, of Bridgewater, N.S. Francis Easton Leach, of Revelstoke, B.C. Edward B. Merrill, of Toronto. Norman de C. Walker, of Montreal.

#### Transferred from the Class of Associate Member to the Class of Member.

Thomas Henry Alison, of New York. Richard John Durley, of Montreal. Charles Henry B. Topp, of Victoria, B.C.

#### Transferred from the Class of Student to the Class of Associate Member.

Walter Wilfred Benny, of Farnham, P.Q. Frank Simpson Drummond, of North Bay. Richard T. Gough, of Montreal.

#### For Admission as Associate.

Charles Berkeley Powell, of Ottawa, Ont.

#### For Admission as Students.

William Persse Caddell, of Montreal. Edward Coltrin Keefer, of Toronto, Ont. Colin J. F. Isbester, of Farnham, P.Q. Godfrey Hugh Brunner, of Montreal. Samuel Barber Code, of Smith's Falls, Ont. William J. Carnes, of Montreal. Pierre Charton, of Montreal. Ernest Anaclet Cormier, of Montreal. Henry Hadley, of Montreal. S. Wilfred Hamilton, of Montreal. John Hogan, of Montreal. Douglas Lauchlin McLean, of Ottawa. Robert Potter, of Kingston, Ont. Joseph Robitaille, of Montreal. Nicholas James Slater, of Montreal.



H. T. Hazen, C.E., has been appointed divisional engineer for the James Bay Railway, now under construction from Toronto to Sudbury and north. Mr. Hazen's division will be from Parry Sound to Sudbury, a distance of 110 miles.

## MINING MATTERS.

The Granby Company will spend \$125,000 this year adding two furnaces to its smelter and increasing its daily tonnage from 2,000 tons to 2,700 tons.

A new strike of rich gold ore has been made at Paymaster Mine near Dinorwic, Ont. The Northern Development Co. of Detroit are the owners, and have sent an official to make a complete investigation of the present condition of the mine, in view of the recent glowing reports.

The Newcastle Collieries Co. is boring for new coal seams underlying the one at present being worked at Port Morien, Cape Breton. An eight foot seam has been passed at a depth of 450 feet, and it is expected that at about 350 feet further down they will meet a seam located in the neighborhood some months ago, said to be an excellent grade of coal without stone.

T. B. Caldwell, M.P., while drilling on his iron ore claim at the northwest arm of Lake Temagami struck an artesian well on a ridge which forms the height of land between the Sturgeon Valley and the Ottawa Valley. At a depth of 200 feet water was struck which rises 30 feet in the air with such force that work has been abandoned for the present. The presence of the well is a mystery as the water rises to a height of 100 feet above any known surface water in the vicinity.

The executive of the Canadian Mining Institute have made the awards for the best papers read by students at the institute convention held last March, as follows: C. W. Knight, B.S., Queen's University, Kingston, gold medal for paper, "Notes on Some Deposits in the Eastern Ontario Clay Belt." E. T. Caskill, Queen's University, \$25 for best paper, "Notes on the Occurrences, Productions and Uses of Mica." J. F. Hamilton, School of Practical Science, Toronto, \$25 for paper entitled, "The Relative Attraction of Some Common Minerals for Residuum Oil." E. J. Carlyle, McGill University, Montreal, \$25 for essay on "The Pioneer Iron Mine, Eby, Minn."



## RAILWAY NOTES.

The contract for the double-tracking of the C.P.R. from Winnipeg to Fort William has been let to Foley Bros. About 430 miles of track will be laid, and work will commence almost immediately.

A thousand men are now at work on the line of the James Bay Railway. D. D. Mann, vice-president of the Canadian Northern, states that the line will be completed as far as Parry Sound by next September, and next year will reach Sudbury.

Haines Bros., of New York, have let the contract for the construction of the Hamilton, Ancaster, and Brantford Electric Railway. The line will be forty-three miles long, and the estimated cost is \$500,000. It is to be in running order by December 1st.

Application will be made at the approaching session of the Manitoba Legislature for an act incorporating the Central Canada Railroad and Power Co., for the purpose of building a line of electric railway to the Winnipeg river and developing power on said river.

For some time past there have been reports in Victoria, B.C., to the effect that the Great Northern Railway were about to abandon their interests in that city. This is now authoritatively denied. The Canadian Pacific also will make good their hold there, and will continue on an improved scale their car ferry service between Victoria and Vancouver.

It is calculated that the Canadian railways will require 200,000 tons of steel rails for 1905, costing about \$5,000,000. The Canadian Northern will buy 60,000 tons, the Temiskaming and Intercolonial 30,000 to 40,000 tons, and the Grand Trunk, C.P.R., and other roads the balance. The Sault rail mills and the Dominion Iron & Steel Co. will supply most of these orders.

The Midland Railway, of Nova Scotia, which has a line from Truro to Windsor, is being taken over this month by the Dominion Atlantic Railway, having been purchased for \$1,250,000. The latter road thus obtains a valuable con-