

LITERARY NOTES.

For the student of Canadian history, undoubtedly the book of 1896 is "In the Days of the Canada Company," by Robina and Kathleen M. Lizars. It is a record of the early settlement of the tract between Toronto and Lake Huron, and gives our first insight into the characters of the courageous pioneers who founded the settlements of the "Huron tract," such as the Galts, Dunlops, Stricklands, Dons, Hyndmans, Haldanes, Luards, Lizars and others. When one gets into the heart of the book the stories are so naturally told, the record of events is so stirring and so frequently touched with humor and pathos, that it is hard to lay down the book till it is finished. To those inclined to hero worship, perhaps the most satisfying portions are those that portray John Galt, the soul of the old Canada Company, who stands before us in a clearer light than we have yet seen him in any biographical sketch. This is a work the authors have done with love and enthusiasm, and this feature alone would entitle the work to a high place in the literature of Ontario, for Galt is the industrial hero of Upper Canada, as Sir Isaac Brock is the military hero. What he suffered, and how he labored to lay the foundations of settlement in so wide a region of Western Canada, few Canadians of this generation have any conception of; and what we learn in this book makes us long to know more, not only as to the inner workings of the company, but as to the personal and domestic life of this remarkable man. Galt's literary career alone is not eclipsed by that of any author whose life is associated with this country, and yet the average Canadian of to-day reads little of him in the parrot sketches of Canadian literary men to be found in our magazines. How many young Canadians knew that John Galt is the author of over sixty books. How many knew that he was the pioneer, not only of settlement in the Lake Huron region of Ontario, but of that style of Scottish story-telling which is making Ian Maclaren and S. R. Crockett famous? The present day novel reader is just learning it in the announcement that a prominent London firm has brought out a new edition of some of Galt's Scottish novels, and judges of Scotch character at home will yet have to pronounce whether Galt or his modern imitators are truer to the life. The present editors of *Blackwood's* are now proud to boast that their magazine discovered Galt. Fashion runs in novels as in clothes, and so it is that the story reader of to-day knows so little of Galt. No story of the early half of this century had a wider popularity than Galt's "Lawrie Todd." The writer has a copy printed in New York in 1847, and it had already run through sixteen editions! But in the short space of a newspaper review one cannot do justice, either to the career of Galt or to these admirable pictures of early settlement in the Huron tract. This much we can guarantee, that no one interested in the history of Western Ontario can be disappointed in the possession of this book, which runs to nearly 500 pages, has 42 illustrations, and is beautifully printed and bound. Wm. Briggs, publisher, Wesley Buildings, Toronto.

CATALOGUES.

The Packard Electric Co., St. Catharines, Ont., have sent us a neat catalogue of the Schaeffer Watt-Meters, which contains many valid arguments for their use. We are also indebted to the Packard Electric Co. for a most convenient monthly diary, "Daily Notes," and an office blotter.

The Cooper Machine Co., 128 Adelaide St. East, Toronto, has placed before the public an illustrated catalogue of the gas and gasoline engines which are now being manufactured by them. Much interest is now being taken in the use of gas, gasoline and oil engines.

The S. Morgan Smith Co., of York, Pa., have issued a very handsome catalogue of the well known "McCormick" turbines. It not only describes these special turbines, but gives in a convenient form a great variety of valuable data and tables relating to water wheels and water powers.

A very interesting catalogue of special hydraulic machinery has been published by Henry Berry & Co., Croydon Works, Leeds, Eng. This firm are among the largest manufacturers in Great Britain of hydraulic machinery and other special tools, some of which will be illustrated in this journal from time to time. The book, which is bound in cloth and copyrighted, is illustrated with over 150 engravings, and also contains tables of useful information.

THE Hamilton, Ont., Electric Light and Power Company has elected the following directors and officers:—Robert Thomson, president; John Knox, vice-president; J. V. Teetzel, Q.C., secretary-treasurer; Robert Evans, A. Turner, J. J. Wright, S. F. McKinnon, H. M. Pellatt, Toronto.

FIRES OF THE MONTH.

Feb. 6th—John Roddick's saw and grist mill, Lyndhurst, Ont. No insurance.—Sanderson, Percy & Co.'s paint and varnish warehouse, Adelaide street west, Toronto. Loss about \$40,000.—Patterson & Jolly's wagon works, London, Ont. Loss on machinery, stock and buildings, \$8,000.—Feb. 19th—J. C. Cooper's wood-working shop, Park street, Hamilton, Ont., was damaged about \$500.—Feb. 20th—Glass Bros. & Co., pottery works, Pottersburg, Ont. Loss \$35,000.—Feb. 25th—The carpenter shops, blacksmith shop and engine room of the Industrial Deaf and Dumb Institution, conducted by the Brothers of St. Viateur, St. Louis du Mile End, Montreal. Loss \$25,000; insurance \$6,000.—Feb. 27th—John Allgoe's foundry, Simcoe, Ont. Loss \$5,000, no insurance.—Feb. 28th—The Newfoundland Northern Railway shops at Whitbourne. Two locomotives, valued at \$12,000 each, and a number of cars, together with the plant, were destroyed.

Personal.

W. H. FROST, owner of the electric light plant, Waterloo, Ont., died of pneumonia recently.

M. DONNAR, C. E. and M.E., has gone into partnership with T. R. Deacon, O.L.S., at Rat Portage.

ALAN MACDOUGALL, member Canadian Soc. C.E., is visiting the south of France in search of health.

H. ALDRICH, son of the late engineer of the Berlin Gas Co., has been appointed to succeed his father.

H. C. MOORE, formerly of St. John, N.B., has been appointed representative of Carnegie, Phipps & Co., in London, Eng.

W. H. BREITHAUPF has been elected president of the Berlin and Waterloo Street Railway Co., to succeed the late E. Carl Breithaupt.

The employees of the John Gillies, Son & Co. Machine Works recently presented Geo. Ruth, their late foreman, with an address and a gold watch.

WALTER VAUGHAN, of the law department of the Canadian Pacific Railway Company, has been appointed bursar of McGill University, Montreal.

MRS. MARGARET JENNINGS, widow of the late Rev. Dr. John Jennings, Toronto, and mother of W. T. Jennings, C.E., died recently at her home in Toronto.

J. J. BELL, who has been head machinist in the Montreal Rolling Mills for eight years, was presented on leaving by the employees with an oak secretary.

T. B. BROWN, of the well-known shipping firm of Kingman, Brown & Co., Montreal, is about to retire from the partnership and will make a European tour.

W. TRAVIS, engineer at J. Simpson & Co.'s carriage works, Brantford, Ont., died Feb. 21st while having a hand dressed which had been mangled by a circular saw.

CHIEF ARCHITECT FULLER of the Dominion Government has been superannuated. Mr. Fuller prepared the plans for the Parliament Buildings at Ottawa, and also the State Capitol, Albany, New York.

W. G. BLACKGROVE, for seven years and a half in charge of the steam plant at the works of the Jas. Morrison Brass Manufacturing Co., Toronto, is now travelling for the William C. Wilson & Co., steamboat, railroad and mill supplies, 24 Front St., Toronto.

W. A. AIRD, for many years foreman of the machine shop in the Grand Trunk works at Point St. Charles, has been appointed to the position of master mechanic, to succeed F. L. Wanklyn, who resigned last week. Joseph Farrar, Mr. Aird's assistant, succeeds the latter as foreman of the machine shop.

T. L. WALKER, M.A., PH.D., of Brampton, Ont., has been appointed to the position of assistant superintendent on the Geological Survey of India. Dr. Walker is at present at Leipzig, where he obtained the degree of Ph.D. in August last. He graduated from Queen's College, Kingston, in 1890, after which he spent some time as chief analyst at the Vivian nickel mine near Sudbury. He was also for two seasons connected with the Geological Survey of Canada.

A DOMINION charter will be applied for to build a railway from Galena or Thumb Bay, on the upper Arrow Lake, to the Forks of Landean Creek, and to build a number of branch lines.