

his adopted country by marriage, and his alliance with Miss Meredith, daughter of the late Henry Howard Meredith of Port Hope, connected him with one of the best known families in Canada. Like Mr. Lamont, Mr. Percy has been in receipt of many congratulations from railway men and the press on his promotion. *The Shareholder* said "Mr. Percy will, we are satisfied, do credit to the judgment which has led to his promotion." *The Trade Review* referred thus to Mr. Percy: "He has very worthily discharged most responsible duties, which have secured him the utmost confidence of the company, and the universal esteem of all its connections." Mr. Percy continues in office for the Chicago and Grand Trunk and other western lines, and as secretary and treasurer or director attends to Grand Trunk interests in respect of the International Bridge, the St. Clair Tunnel and other affiliations.

ONTARIO RAILWAY EXTENSION

Among the lines of railway under construction in Ontario this year are the following. Grand Trunk, Georgian Bay and Lake Erie Railway, Owen Sound Extension. This line will extend from Parkhead on the Stratford and Huron Railway to Owen Sound, a distance of about 13½ miles. The survey was made in October, 1891. It is expected that the line will be opened for traffic as a portion of the Grand Trunk system about the 1st of September next. This branch will take in the natural cement works at Shallow Lake, and the company who have bought the works are already barrelling cement in anticipation of the opening of the road.

The construction of the Irondale, Bancroft and Ottawa Railway eastward from Irondale, which was commenced during 1892, has been continued, the line being completed for a distance of 10 miles, and opened for traffic to Gooderham in the township of Glamorgan, county of Haliburton, in November. It is expected that another 10 mile section will be completed in the early part of the summer.

The building of the Parry Sound Colonization Railway, which was stopped in 1892, was resumed in the early part of last year, and grading has been completed, and the rails laid for a distance of 10 miles, and 6 miles have been ballasted, the total distance from the commencement of the line at Scotia, to the end of track, being now 30 miles. The line will be opened for traffic to Edgington in the early part of this year, and it is expected that Parry Sound will be reached before the close of 1895.

The Ottawa, Arnprior and Parry Sound Railway is another road under construction, but the progress of this line has been closely noted from month to month in *THE CANADIAN ENGINEER*.

The Lake Temiscamingue Colonization Railway from North Bay to Lake Temiscamingue, is another road which will proceed this year. It will compete with the C. P. R. for the trade of this northern region now being opened up, and will be operated as an affiliation of the Grand Trunk system.

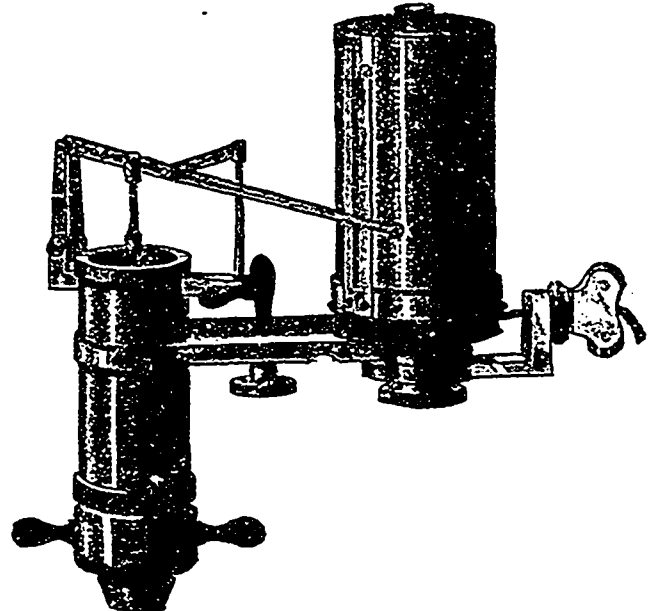
A NEW MINING ASSOCIATION.

A meeting of Ontario mining men took place at the Ross House, Toronto, on April 10th, for the purpose of forming an organization, having for its aim the protection and promotion of the interests of miners. It was decided that the association should be called the "Ontario Mining Institute," and its members will consist of persons engaged in the ownership, working or direction of mines or quarries in the Province of Ontario, mine and mill owners, mining engineers, metallurgists, prospectors etc. A resolution was passed favoring an Act to place beyond doubt the power of joint stock companies to issue shares at a discount, there being at present considerable uncertainty on this point, which was detrimental to mining interests. It was also decided to send a deputation to the Ontario Government asking for the passage of a mining joint stock companies' Act to provide that the only penalty attachable to the non-payment of calls upon mining stock be the forfeiture of the amounts already paid upon the stock. Such legislation, it was thought, would help considerably in doing away with the risks attending mining speculation. A motion was introduced to the effect that the Government should encourage the development of refractory gold ores, give a prize of \$10,000 for the best and most economical process of doing this. After a good deal of discussion, however, the motion was lost, chiefly on the grounds that the hunting for bonuses would put the Institute in a bad light before the public, and that the man who could invent such a process would inevitably become a rich man without the assistance of any Government grant. Another resolution, that the Government ought to substantially assist in the development of the mineral resources of the provinces, particularly in the case of steel and pig

iron, carried with little difficulty. The following were elected officers of the Ontario Mining Institute: President, James Conmee, M.P.P. for Algoma; vice presidents, Judge Kingsmill, Archibald Blue, and W. Hamilton Merritt, all of Toronto, and Prof. Goodwin, of Kingston; secretary, B. T. A. Bell, Ottawa, and treasurer, Thos. W. Gibson, Toronto. Council: Prof. Nicholls, Kingston; Prof. Coleman, T. D. Ledyard, J. M. Clark, and Prof. Eames, all of Toronto; Wm. Young, Rat Portage; J. Cameron, Sudbury; A. W. Carscallen, Marmora; and P. McKellar, Fort William.

THE ROBERTSON-THOMPSON INDICATOR.

This instrument is standard size, with piston ½ inch in area, of the best material and workmanship, and guaranteed by the makers to be equal in accuracy to anything on the market. The parallel motion is of unquestioned accuracy, and is secured by a controlling lever attached to the pencil arm, governing it direct, and the pivots are free from any appreciable lost motion, and will remain so indefinitely. It will be noticed by reference to the cut that the two



links are parallel with each other at all points of the stroke, and that the lower pivots of these links are always in a straight line with the pencil point, and by substituting the controlling lever for the imaginary link, it forms an exact pantograph, without depending on the piston-rod for a guide, the disadvantage of which we have already mentioned. It will be seen that the movement of the pencil coincides with that of the piston at all points of the stroke, a point of great importance, which every intending purchaser should carefully consider.

The piston rod is made of steel, hollow, and threaded inside to receive a swivel rod, which permits of the adjustment of the pencil to any height of the drum.

The drum is 1.75 inches in diameter, is as light as is consistent with ordinary use, is turned on centres, and provided with a bearing one and one half inches long at the bottom and one-half inch long at the top, and is further provided with cone bearings at the top and bottom to take up end play on the shaft. The spring can be adjusted for any speed, high or low, by quarter revolutions.

The guide pulley admits of the cord being led in every possible direction with the use of carrying pulleys. The instrument can be readily changed from right to left hand, and is perfectly adapted, on account of its light moving parts, to engines of any speed met with in practice. The springs are made of the finest quality of steel wire, carefully tempered and accurately adjusted. Circulars and all information can be had of Hine & Robertson Co., the manufacturers, Cortlandt street, New York.

It is understood that the proposal of Gates and Syre to start a new carpet factory at St. Catharines, will be encouraged by the city council, and Mr. Gates' factory at Woodstock is now being removed to the city of the saints.

THE CANADIAN ENGINEER for April is an exceptionally bright number. The Canadian Iron Industry is an able article from the pen of Geo. E. Drummond, which is continued from last month. No less than eighteen columns are devoted to the Electrical, Industrial, Mining, Railway, Marine and Personal Departments. Every mechanic should subscribe for *THE CANADIAN ENGINEER*.—*Comber Herald*.