

Railway Matters.

The Canada Atlantic Railway proposes to build a 5,000,000 bushel elevator at Sorel, Que., and is asking Government aid.

Owing to the large increase in business the C.P.R. has decided to erect new freight sheds in Toronto, at a cost of about \$25,000.

The C.P.R. is said to be about to tunnel under the Nepean Point Park, Ottawa, to get a western entrance into the Central depot.

It is reported that the contract for 11½ miles of the Southern Railway, has been awarded to John W. McManus, of Memramcook, N.B.

Application is being made for an Act to authorize the Kingston and Pembroke Ry. Co., to extend its line from Renfrew, Ont., across the Ottawa river to Bryson, Que.

Incorporation is asked for a company to build a railway from Batchewana Bay on Lake Superior to the C.P.R., and to James Bay at or near the mouth of the Albany river.

Ce LeB. Miles, C.E., is making a survey for a line of railway from Bristol to Foreston, N.B., a distance of some fifteen miles. The road is intended to give the lumbermen in the vicinity of Foreston a means of transport for their lumber.

Application is being made by the Montfort and Gauneau Colonization Ry. Co. for leave to extend its line from the Great Northern Ry., near St. Cam., Que., to the Union Jacques Cartier Ry., near Montreal, passing through the counties of Two Mountains, Laval and Jacques Cartier, and connecting with the Union Jacques Cartier Ry.

It is said that a syndicate will make an offer for the purchase of the Kingston locomotive works, now in liquidation, and that among those concerned in the purchase are Mackenzie & Mann, of Toronto; James Hammond, of Fort William, and others. It is said that the Ontario & Rainy River Ry. would require the manufactures of the works for the next ten years.

An unexpected turn has been given to the discussion on Eric canal enlargement by the offer said to have been made by S. R. Callaway, president of the New York Central Railway Company. He has offered, it is stated, to transport free to shippers all the grain they may send across the State of New York for export if the State will pay its road four per cent. on the \$50,000,000 proposed to be expended on the enlargement of the Eric canal. The interest on that sum would amount to \$2,400,000 per annum.

John M. Nicol is the projector of the Quebec & Lake Huron Ry., the proposed air line between Georgian Bay and Atlantic tidewater. He said in a newspaper interview: "The line will be about 461 miles in a straight line through a new and unsettled portion of Canada, and would shorten the grain haul from Chicago and Duluth to the seaboard by fully 500 miles. The rail route would be about the same length as that from Buffalo to New York, saving all the lake distance between Georgian Bay and Buffalo. From Quebec to Liverpool is called 2,660 miles; from New York to Liverpool, 3,130 miles, giving us another 470 miles saved on the ocean, or nearly 1,000 miles less distance over our road to Liverpool from either Duluth or Chicago than over the present routes."

Very satisfactory progress is being made on the Inverness and Richmond Ry., which Mackenzie & Mann are building from Port Hastings to their mines at Broad Cove on the west coast of Cape Breton. The company owns extensive coal areas there, and the railroad is to carry the coal to Port Hastings on the Strait of Canso, which is to be the shipping point. Construction was started at the Strait in July last, and by December 1st the rails were laid over the first thirty miles. It is expected trains will be running over the whole line by December next. W. Z. Earle is chief engineer, and Ryan & Macdonell, of Montreal, are the contractors for the whole work, having as their manager Hugh Dokeny. The sub-contractors are, M. J. O'Brien, Renfrew, Ont., and Pegnem & Doheny, of Montreal.

LITERARY NOTES.

The Canadian Almanac for 1900 is issued as usual by Copp, Clark & Co., Ltd., Toronto. The historical diary contains more than usual, and a list of titled Canadians is given.

The Canadian General Electric Co., Ltd., has sent its friends a large wall calendar, which shows a number of views of the company's handsome new offices on King street, Toronto.

A graduates' magazine, "The Technology Review," has just been issued by the recently organized association of Class Secretaries of Mass. Inst. Tech. It is an octavo volume of 140 pages, and of the best workmanship. The cover, designed by Hapgood, and printed on Army brown paper, is very handsome. The first number contains the announcement; a photograph with biographical sketch of President Crafts, articles on the Function of the Laboratory, by Prof. S. W. Holman, and on the Pierce Building, by Prof. E. B. Homer, the architect; reprints in fac-simile of early institute documents and letters—all in the first and more general half. The latter half, seventy pages, is given to news of the institute, of the undergraduate and graduate classes.

THE TORONTO TECHNICAL SCHOOL.

At the inaugural meeting of the Toronto Technical School Board, C. March was elected chairman for the year, and Ald. Hubbard vice-chairman. The committees were elected as follows:

School Management—D. J. O'Donoghue (chairman), L. J. Malone, R. Y. Ellis, A. F. Wickson, Ald. Urquhart.

Property—John Tweed (chairman), Ald. Hubbard, W. A. Langton, William Henderson and Thomas Cannon, jr.

Printing and Supply—Robert Glocking (chairman), James Wilson, Ald. Ward, William Rowe and A. M. Wickens.

Finance—C. Moseley (chairman), Mayor Macdonald, J. D. Allen, Ald. Leslie and F. B. Hayes. The treasurer's report for the year showed expenditures \$12,294 and receipts \$11,391.

CANADIAN PATENTS.

The following patents which are of interest to the engineering and mechanical trades have been recently granted in Canada. Full details of each device, together with the explanatory drawings, are published in the Canadian Patent Office Record, which are on file in our Toronto office, and may be examined by any of our readers who wish to call for that purpose.

No. 63,756—F. H. Pitkin and J. Thompson, Chicago, Ill.; a machine for making expanded metal, having a number of cutters arranged in converging series.

No. 63,757—The Ingersoll-Sergeant Drill Co., New York; a coal-cutting machine.

No. 63,762—C. de L. Rice, Hartford, Conn., gear cutting machine.

No. 63,763—R. V. Sill, New York, an electrical heater.

No. 63,764—D. Crane, Rutland, Vt.; a guard rail chair.

No. 63,769—W. H. Tobey, Tupperville, Ont.; water feed regulator for boilers, by means of a float.

No. 63,778—R. Lohmston, River Falls, Wis.; hoisting apparatus.

No. 63,793—C. F. Bancroft and P. F. Sullivan, Lowell, Mass.; systems of preventing collisions on electric railways in which a feed wire on a trolley line, provided with turnouts, has in each branch an insulated section, so that when a car passes one turnout the power is cut off from an approaching car.

SITUATION—A bright young man with a thorough education, technical "in mechanics desirable," can heat of an opportunity to his advantage by addressing "Farm Machinery," Sarnia, Ont. Want a young man of good habits and address willing to grow up with a good business. Would be better equipped if familiar with farm and threshing machinery. No money required, but must be able to give best of references.

W. M. WATSON,

92 Dundas street, Toronto, whose articles upon sanitary topics in THE CANADIAN ENGINEER have attracted so much attention, leaves for Great Britain at the end of March. While in England Mr. Watson will make an exhaustive examination of the latest improvements in sewage disposal methods, waste water purification, etc. Mr. Watson will also be glad to undertake business commissions in line with his expert knowledge.