

J. Percy McNaughton of the Dominion Iron and Steel Co., Sydney, N.S., paid a visit during October to the iron working centres of the United States Atlantic seaboard, and marketed with United States iron working plants between 30,000 and 40,000 tons of pig iron made in Canada.

H. W. Breckenridge, secretary-treasurer of the Colburn Machine Tool Co., of Franklin, Pa., and G. R. Willis, of the designing department of the same company, paid a visit to Canada last month, the former on business, the latter on pleasure. Mr. Willis is a native of Quebec City.

Fred. Love, engineer at the Goderich elevator, was killed in a remarkable way. When stepping over a rope, which was attached to the steam shovels unloading a vessel, the rope suddenly tightened, throwing him up between a pair of drums on which the ropes were wound, which crushed him to death.

James B. Dobson, at one time a member of the staff of the Goldie, McCulloch Co., Galt, and an expert pattern maker and millwright, died recently in Toronto. He worked in Glasgow and Edinburgh before coming to this country, and also more recently in Cleveland, where he became interested in flour mill machinery. He was at one time the champion quoiter of America.

The following appointments and changes in the teaching staff of the School of Practical Science, Toronto, have been made: Silas B. Wass to be fellow in mechanical engineering; J. G. McMillan fellow in mining engineering; J. G. R. Ardagh and F. G. Marriott fellows in chemistry, the latter to take the place of James Horton, resigned; J. L. R. Parsons fellow in surveying, in place of S. Gagne, resigned; H. M. Shipe to be fellow in electrical engineering instead of mechanical engineering, and J. R. Cockburn fellow in drawing instead of J. Challies, resigned.

John Finucane, engineer of the steamer *Queen*, afterwards of the *Rothsay*, on the St. Lawrence, and also of other boats on the Great Lakes, died recently at Rochester. The *Rothsay* was perhaps the finest and fastest excursion boat which ever ran on the upper St. Lawrence. She was sunk in collision with a tug near Prescott, and became a total wreck. Mr. Finucane, at the time of his death, was in full charge of the Rochester street railway power plant. His father, who was also a steamboat engineer, lost his life when the steamer *Kingston* was burned off Whitby about thirty years ago.

F. H. Clergue, the promoter of the Sault Ste. Marie industries, was at one time a lawyer in Bangor, Maine. He was the originator of the project to build the Bangor street railway, the first electric line in Maine, and for the construction of the road formed what was known as the Public Works Company. A great electric power plant was built at Veazie, four miles above Bangor, at the cost of \$550,000, and the road has always been, till recently, embarrassed. He also originated the plan to build a railway up the side of Green Mountain, on Mount Desert Island, near Bar Harbor, of which the rails and equipment were recently sold. Among his other enterprises were a summer hotel at Mount Desert Ferry, a steamboat line from Mount Desert to Annapolis, N.S., and a business in ice on Penobscot river, none of which were successful. He attempted to obtain a concession from the Shah of Persia, to build a railway in that country, and raised a good deal of money through a United States syndicate for the purpose, but the concession never was granted. A prominent Bangor man says of him: "He is an active, clever man, with a brain capable of conceiving great things, but not of carrying them through to a profitable conclusion. He is fatally optimistic. One thing I have always noticed about him and that is he never knows when to let go and get out of his schemes with anything to himself. He always overstates the safe time limit. He is a royal entertainer, and a great spender—a right good fellow, in fact—and we are all sorry that his schemes have failed; especially sorry that they have always failed to make any money for him—any that he can keep when all is over."

The Sutherland Wire Fence Co., of Minneapolis, Minn., will build a branch factory at Windsor, Ont.

CANADIAN SOCIETY OF CIVIL ENGINEERS.

The Canadian Society of Civil Engineers at Montreal will meet in sections this season, instead of holding general meetings fortnightly.

The following sectional officers have been appointed:

Electrical Section—R. B. Owens, president; R. A. Ross, chairman.

Mechanical Section—K. W. Blackwell, president; A. W. Robinson, chairman.

Mining Section—G. H. Duggan, president; J. B. Porter, chairman.

General Section—G. A. Mountain, president; W. McLea Walbank, chairman.

The electrical section met on October 15th, at which the president outlined the work of the section, as set forth elsewhere in this issue. The subjects for the evening were: "The Electrical Equipment of Some Canadian Hydro-Electric Power Plants," introduced in a paper by R. S. Kelsch, and "The Reorganization of the Lachine Rapids Hydraulic and Land Company's Power Station."

The following additions have been made to the membership:

Members—G. G. Anderson, Kamloops; P. G. Gossler, Montreal; J. A. Jamieson, Montreal; D. F. Maxwell, North Sydney, C.B.; J. C. Tache, Ottawa.

Associate Members—Charles Brandeis, Montreal; J. W. Evans, Deseronto; R. A. Henderson, Chilliwack; G. F. Folger-Osborne, Simla, India; Fred. Pope, Jr., New York; Julian Thornley, Niagara Falls; H. C. Symmes, Johannesburg, South Africa.

Transferred from the Class of Associate Member to Member—R. T. Locke, Jaboticabal, Sao Paulo; John MacCunn, Westville, N.S.; W. R. Pillsworth, Kamloops.

Transferred from the Class of Student to Associate Member—T. S. Scott, Niagara Falls Centre; F. A. Wilkin, Winnipeg.

Associate—J. Murray Clark, Toronto.

Students—C. Amireault, Montreal; R. W. Bishop, Owen Sound; A. W. Bixel, Strathroy; H. L. Bodwell, Ingersoll; R. R. C. Bozer, Harriston; Lockwood Burpee, Gibson, N.B.; W. C. Campbell, Keene, Ont.; L. O. Clarke, Smith's Falls; Charles Cooke, Moncton; A. P. Deroche, Napanee; B. T. Horsey, Kingston; N. W. C. Hoyles, Toronto; L. Hurtubise, Montreal; R. A. C. Kimber, Montreal; E. I. Leonard, London; E. W. Leonard, London; F. T. Lucas, Hamilton; J. A. Macdonald, Hermanville, P.E.I.; A. R. McGowan, Moncton; F. P. Moffat, Cranbrook, B.C.; Roland Moffat, Dalhousie, N.B.; S. H. Osler, Cobourg; J. C. E. Porteous, Montreal; C. P. Ramsay, Longueuil; H. L. Sherwood, Ottawa; H. L. Trotter, St. John's, Que.; L. G. Van Tuyl, Petrolia; S. M. Waldron, Kingston; F. P. Wilson, Smith's Falls; G. B. Wright, Hull.

The Dominion Government is sending a party to the head of Lake Winnipegosis to spend the winter in making geological surveys.

The Cereal Co.'s new dam, at Peterboro, will be six feet higher than the old one of the Dickson Company, which it replaces. The area of the pond to be created will be about thirty-five acres. The right of the company to do this is being questioned, and the matter is before the County Court.

Among those on whom the honorary degree of LL.D. was conferred by Queen's University, Kingston, at the installation of Principal Gordon, in October, was Principal Galbraith, of the School of Practical Science, Toronto. On his return the students received him with much enthusiasm, presented a most complimentary address, and drew him home in a carriage from which they had detached the horses.

The Blaine Harrow Manufacturing Co., which has been manufacturing temporarily at New Toronto, propose to move to Goderich, if the town will offer satisfactory inducements. They will build a factory 200 by 40 ft., one story high, instal machinery and tools to the value of \$15,000 or \$20,000, and employ 50 hands. They make a harrow which they hope to sell not only in Canada but in many other parts of the world.