

in the afternoon. The entire distance, 503½ miles, was covered in 11 hours and 58 minutes, the time between the two points being cut down 2 hours 17 minutes.

A CABLEGRAM from London states that the capital of \$100,000 has been subscribed for the Cassiar Railway, in the Cassiar district, in northern B. C. The company are working under a provincial charter which gives a lease of 700,000 acres of land, and rights to all minerals, including gold and silver, found therein. Parties connected with the Transvaal mining enterprises are behind the company, and it is expected it will lead to a large development of the rich Cassiar district, lying as it does between the Kootenay and the Yukon gold fields on the north.

C P R stock has advanced from 46 in April to 72½ at the end of July, and no doubt it will go above this figure if the increased dividend, which has been unofficially announced, is declared in October next. It was in 1892 when the stock went to 90, and the earnings were away up. However, the returns are all right for the last six months. The net increase in the receipts for the six months ending June 30th reaches \$558,000 over the same period of last year, so that there can be no difficulty about the increased dividend when the money is already earned to pay it.

It is said that if the Klondike excitement continues the C.P.R. will extend the Calgary and Edmonton branch to Athabasca Landing, thus reducing the land route from that point to Fort Mackenzie near the mouth of the Mackenzie River, to one portage of less than twenty miles. It is stated that by a direct route from Edmonton the Landing can be reached by forty miles of track, but, as it is not probable that the Saskatchewan can be crossed at Edmonton, the impression is that from fifty to sixty miles of railway will have to be built.

The contract for the Ottawa and New York Railway from Cornwall to Ottawa, about 52 miles, and the link on the American side of the river, which, with the Northern New York Railway, already built, will complete the connection with the Delaware and Hudson Company, has been let and work will begin as soon as the line is finally located. Two parties of engineers have been at work from both ends of the line and have nearly completed their survey. The contract calls for the completion of the line between Cornwall and Ottawa within 90 days from the time of breaking the ground. The scheme includes the bridges across the St. Lawrence from the main shore, a short distance above the town of Cornwall, to Massena Point, New York State, crossing the main line of the river to Cornwall Island, thence across the south channel to the American shore.

The annual union meeting of the Brotherhood of Locomotive Engineers of North America was held in Windsor, Ont., July 14th and 15th. The gathering, which was held last year at Ottawa, is more of a social than of a business nature, but in spite of this fact there are about 300 delegates with their wives and daughters in attendance from all parts of Canada and the United States. Among the Canadian delegates present are Chas. Clarke, London; Jas. Duffy, St. Thomas; W. H. Anderson, Moncton, N.B.; J. Adams, London; Henry Wheatley, Montreal; Jas. Currie, Smith's Falls; Thos. Mans, Hamilton; C. Lulnairve, Montreal; W. Newcomb, Hamilton; M. Lenahan, London; W. Burnip, St. Thomas; J. Neilson, Albert McGuire, Toronto; G. A. Kantley, Mandon, N.B.; R. G. Morris, Brockville; J. F. Drummond, Palmerston; H. Stagg, Ottawa; Thos. Bruce, Point Edward; H. Clendennen, Ottawa; P. Endrock, Stratford; W. C. A. Lison, Lindsay; W. H. Paisley, Brockville; W. Newcomb, Hamilton. The morning session, which was secret, was presided over by Grand Chief Arthur. The principal topic of discussion was one which for years has engaged the attention of all classes of organized labor, namely, the confederation of railway labor organizations. The discussion of the subject was spirited throughout, but it is understood that no definite action was taken. At 11 o'clock a civic deputation, consisting of Mayor Davis and Ald. Byron, Bell, Connolly, Duck, and Carney, arrived at Laing's hall, where the sessions are being held, and presented to Chief Arthur an address of welcome. This was replied to in a felicitous manner by Mr. Arthur, who in a few well chosen remarks thanked the deputation for its welcome. This ended the morning session, and after luncheon the ladies of the party were taken for a ride on the river. Another secret session was held in the afternoon, the subject discussed being on much the same lines as at the morning session. In the evening the delegates were entertained at a concert given in their honor at the Opera House. Among the speakers were Mayor Davis, William McGregor, M.P., and M. K. Cowan, M.P. for South Essex. The morning's session of the 15th brought the meeting to a close. The only officers of the brotherhood in attendance are Chief Arthur and Grand Secretary W. B. Prenter, who is also treasurer of the Order.

Personal

The assistant city engineer of Toronto, Charles E. Rust, has been appointed on the council of the Canadian Society of Civil Engineers, in place of the late Alan McDougall.

WM. H. DERRY, of Kingston, has been appointed chief engineer of the Kingston Penitentiary in succession to James Devlin, recently dismissed in consequence of the disclosures of the parliamentary commission.

JAMES HERRIOT, who has been for a number of years in the car department of the Grand Trunk at Toronto, has been transferred to the office of Mr. McWood, superintendent of the car department in Montreal.

By an agreement made between the Quebec City Exposition Company and the Provincial Government, the company has engaged to erect its new buildings at Stadacona, and to contribute \$6,000 to the erection of an iron bridge across the St. Charles River, in place of the Bickell bridge.

JOHN S. DENNIS has resigned his position as director of irrigation surveys in the N.W.T., and has accepted the office of director of public works under the North-West Government. He will take with him S. C. Wilson, who has been employed for some months in the irrigation office at Calgary.

It is probable that in the retirement of P. S. Archibald, chief engineer of I.C.R., W. B. Mackenzie, of Moncton, second in rank to Mr. Archibald, will be promoted to the chief engineership. Mr. Mackenzie is a native of Barney's River, Pictou county, and an engineer of high standing.—*Halifax Chronicle*.

PROF. J. C. K. LAFLAMME, rector of Laval University, Quebec, left last month for Russia, to attend the international convention of geologists, at St. Petersburg. Prof. Laflamme is not only an eminent geologist, but is a man of varied scientific attainments, and Canada cannot be more ably represented than by him.

R. O. KING, B.A. Sc., of 503 Markham street, Toronto, lately referred to as having received the Whitney fellowship at Harvard University, has just received notice of the exceptional renewal of his science research scholarship from the British Association for a third term, which will be taken at Harvard University. The financial value of these awards for the coming term amounts to \$1,050.

A JOINT board of surveyors has been appointed by the Governments of Canada, Ontario and Manitoba, to delimit the boundary between Manitoba and Ontario from the northwest angle of the Lake of the Woods, north to English River. E. Stewart, Rat Portage, Ont., Government mining agent, represents the Dominion Government. B. J. Saunders, C.E., Brockville represents the Ontario Government. The survey is necessary at the present time owing to the number of mining claims being taken up in the vicinity of this territory.

DANIEL HUNTER, formerly of the firm of Inglis & Hunter, boiler-makers, Toronto, died last month, after a protracted illness, at the age of 57. He first settled in Campbellville, on coming to Canada from Ireland, and afterwards moved to Guelph, where he became a member of the firm of Inglis & Hunter. About fifteen years ago the firm came to Toronto. A few years ago Mr. Hunter left this firm, and since then has been connected with the Doty and Bertram companies. He superintended the putting in of the machinery on the "Corona," this being the last contract which he managed. He leaves a widow and family of eight children.

Few railway officials in this country were more genuinely liked than J. J. Lanning, late assistant general manager of the Grand Trunk, and there was sincere grief when his death was announced in Montreal last month. A biographical sketch of Mr. Lanning appeared in our issue of April, 1894, at which time he was promoted from the position of private secretary to the manager's assistant. He had enjoyed his promotion but a short time when he was laid up with consumption from which he never recovered, though almost to the last he cherished the hope of soon being "in harness" again. It would have been hard to find an officer more faithful to his work than Mr. Lanning, whose career ran through the regime of four general managers. At the suggestion of General Manager Hays, Mr. Lanning compiled, during his hours of compulsory retirement, a history of the Grand Trunk system, which will, no doubt, see the light in due course, and prove interesting reading.

THE late A. L. Light, M.I.C.E., who died recently at Lac-a-la-Croix, Que., in his early youth, was employed in the construction of the Great Western Railway of Upper Canada. Subsequently he became a member of the Institute of Civil Engineers of London, and