

rate is demanded, and our management has this subject under discussion and hopes to make an arrangement regarding the rate which will remove the necessity of constructing our own line immediately.

"Our management intends placing the Rossland camp in a position to do its smelting in British Columbia to better advantage than elsewhere, but this cannot be accomplished in a day. Our policy for the past year clearly indicates that we are steadily moving with that end in view."

"F. W. PETERS."

Upon this letter the *Miner* comments as under: It is most gratifying to us to know that the C.P.R. "intends placing the Rossland camp in a position to do its smelting in British Columbia to better advantage than elsewhere." This is even more than Rossland has asked. All we have contended for was such a disposition of rates as would enable Rossland to smelt its ores as cheaply in Canada as elsewhere, in which case the Dominion Government could be depended on, by means of an export duty, if necessary, to see that the smelting was done in Canada, and that this country got the full benefit of its mineral resources, and the industries pertaining thereto.

It matters nothing to Rossland where the smelters are located that treat its ores. All that Rossland wants is the lowest possible rate so that her mine-owners may earn the largest possible dividends and by producing the largest possible amount of ore employ the largest possible number of miners. To Canada the question has a different bearing. In addition to the number of miners employed, Rossland's mines, through the medium of smelters, furnish work for hundreds of smelter hands. By erecting these smelters in Canada work at good wages can be furnished to hundreds of Canadians. Such a plant as the Le Roi contemplates erecting will, directly and indirectly, furnish work for nearly 300 men. If built in Canada it will get its supplies of coal and coke from the mines of Vancouver Island and the Crow's Nest Pass. All of these laborers will be consumers of Canadian products.

MINES REGULATION ACT.

At the request of a subscriber in Port Arthur we append extracts from an Act passed last session by the Ontario Legislature to protect the public from mining fakirs:

"Sections 9 and 10 of the Act respecting the incorporation and regulation of mining companies of 1897:

"Section 9.—No extra-provincial mining, milling, reduction or development company having its head office elsewhere than in this province, shall, either directly or indirectly, sell or otherwise dispose of within this province any of its shares, stock, stock certificates or other securities by whatsoever name known, unless and until it shall have received from the Lieutenant-Governor-in-Council a license authorizing it to sell and dispose of its shares and other securities, and any person who in contravention of this section acts for an unlicensed company shall on conviction thereof, be liable to a fine of \$20 per day for every day while he so acted, and, in case the fine be not paid, shall in the discretion of the court be imprisoned for a period not exceeding three months.

"Section 10.—No license shall be issued to an extra-provincial mining, milling, reduction and development company having its head office elsewhere than within this province until the company shall have satisfied the Director of the Bureau of Mines that it has been duly incorporated, and that it possesses the real estate, property and assets, and that it is carrying on its operations on a scale and in a manner to command the confidence of the public, and for this purpose the director shall have the power to require of the company such sworn documentary and other evidence as he shall deem to be requisite in the premises, and upon a report that he is satisfied that the company is one which may be

licensed under this section and upon this recommendation of the Provincial Secretary, the Lieutenant-Governor-in-Council may direct the issue of a license upon such terms and conditions as to him shall seem proper, and he may summarily revoke and annul such license for any cause that to him shall appear to be sufficient."

PRESENCE OF MIND.

In a work entitled "Naval Administration, 1827-1892," written by Sir John Briggs, for many years Chief Clerk to the Admiralty, appears the following good story:

A question arose at the Board of Admiralty as to what punishment should be administered to a midshipman who had been absent from his ship without leave. Sir Charles Adam, one of the sea lords, insisted that he should be dismissed the service, and a minute to that effect was actually prepared. Scarcely 20 minutes had elapsed when a member said to me: "Is there any letter of complaint against Mr. —?" I answered, "why, you have just ordered him to be dismissed the service," whereupon he said to Sir Charles, "you must not dismiss Mr. —; here is a letter from his captain, who says he is the best midshipman in the ship." "The devil he is!" said Sir Charles. "It seems, after all, the boy has only absented himself for 24 hours to get a farewell kiss from his cousin, a contumaciously pretty girl! The fact is the admiral has a fit of the gout, the flag captain has been put under arrest twice this week, and the poor secretary is afraid to go near him." There was a general opinion that dismissal was out of the question. Was he to be deprived of any time?

At last it was decided that a good jobation would be enough, which was soon translated into official phraseology. It was at this stage that Sir Charles Adam, turning to Lord Auckland, said: "I am the last man in the world who ought to have advocated his dismissal, my lord, for I was guilty of something of the same sort myself once." "And yet you were the first, Sir Charles, to propose it, and hustle the poor young man out of the service!" "Yes," he replied, looking at the picture of good nature, "I do feel rather ashamed of myself. The case stood thus, my lord. My frigate was lying off Belem at single anchor, with Blue Peter flying, under orders for England, when I thought I should like to have another kiss of an uncommon pretty Portuguese girl, one Donna Maria Angelina Sebastiana Victoriosa, etc., di Ponjos. I arrived at the door, gave a loud knock, when to my utter astonishment who should open it but Lord St. Vincent himself! I bowed to the very ground, my cocked hat touching it, and said, 'my frigate is ready to start, my lord, at a moment's notice, riding a single anchor, Blue Peter flying, but I considered it my duty to come to your lordship at the last moment, thinking it just possible you might have some important despatches for the Admiralty.' 'That d—d lie, sir,' said Lord St. Vincent, 'has raised you very much in my estimation; it proves to me that you are able to meet a sudden and somewhat unpleasant contingency with considerable adroitness; but you had better be off, or a court-martial might be the consequence.'" To explain the presence of Lord St. Vincent, Sir Charles said that his lordship was rather sweet upon the mother, a young and attractive widow.

THE COMING MARINE ENGINE.

The presence, by request, of the new steamer "Turbinia" at the naval review off Spithead the other day, has suggested the prophecy that the lines of battleships she ran through at the time will all be superseded in the next twenty years by vessels with turbine engines. But these engines possess other qualities besides speed. They are economical and the weight per horse power would recommend them for merchant ships.

Mr. Parsons told the following about his invention in a paper read before the Institute of Civil Engineers on May 26, and he seemed much more certain of the practical application of the steam turbine to marine purposes than he was in his original paper regarding the "Turbinia." The consumption of steam on that vessel's trials, he said, had not exceeded 14½ lbs. per indicated horse power at full load, which is less than with ordinary reciprocating engines. This would enable the size and weight of boilers and the amount of coal carried to be reduced, and the high speed of the engines diminishes not only the weight of the engines themselves, per horse power, but also the weight of shafting, propellers, and hull. "The total weight of machinery in vessels of the torpedo boat destroyer class on the turbine system," says Mr. Parsons, "will probably not exceed one-third that of ordinary engines of the same power."

Although the "Turbinia" has made a speed of 32.3-4 knots an hour, or nearly 3½ miles, Mr. Parsons does not believe she has reached her limit. "It is anticipated," he says, "that after some alterations to the steam pipe still higher speeds will be obtained. In the 'Turbinia' the stresses on the boiler and machinery are, as far as possible, according to Board of Trade rules, and the scantlings of the hull are heavy for a boat of her size and class. It is believed that when boats of 200 feet in length and upwards are fitted with compound turbine motors, speeds of 35 to 40 knots may be easily obtained in vessels of the destroyer class, and it is also believed that the turbine will, in a lesser degree, enable higher speeds to be realized in all classes of passenger vessels."

The "Turbinia" is 100 feet long, 9 feet in beam, 3 feet draught, and of 44½ tons displacement. Her machinery weighs 22 tons. The steam is supplied to the turbines at 1½ lbs. pressure and expanded until it indicated only one pound pressure to the square inch at the end of the third turbine of the series, and then it is pumped out and condensed. At full speed the turbines and screws make 2,200 revolutions a minute. The steam is supplied from a water tube boiler, working under forced pressure, the air being supplied by a fan which works on the inboard end of the low pressure or central screw shaft. This arrangement has the double advantage of utilizing the power from the main engines, and also of delivering the air in exact proportion to the steam that is being used and the power generated.—*Marine Review*.

"—Did you say that this is to be a wedding present?" asked the clever salesman in the china store. "No. I didn't say anything of the kind," replied the man who was making the purchase. "And I don't see that it makes any difference to you." "Not the slightest," was the reply. "I merely thought you might like to have us take off this price mark and paste on another with a higher figure on it."

—A boiler with the plates welded together, no rivets being used, 22 feet by 6½, has been built at Gleiwitz, in Saxony.

—The Three Rivers Iron Company has obtained the contract for the Renfrew water and sewerage works. The job is to be done within four months. The contract price is about \$55,000. A gang of 125 men will begin work immediately.

—Thank God every morning when you get up that you have something to do that day which must be done whether you like it or not. Being forced to work and forced to do your best will breed in you temperance, self-control, diligence, strength of will, content, and a hundred virtues which the idle will never know.—*Kingsley*.

—The falling of the book closets in the record room of the County Clerk's office, Brooklyn, last Wednesday, will cost the county about \$100,000. A million papers bearing on actions dating from 1820 to the present time, are badly mixed and will need to be reindexed and rearranged, a work which had just been finished at a cost of \$200,000.