

to complete the system. These rails are placed on the market by Arthur Koppel, 66-68 Broad St., New York, the extensive manufacturer of industrial railway equipment, whose catalogue will be sent to interested firms.



FRED. A. MCKAY.

Fred. A. McKay, the winner of the prize offered by the publishers of the Canadian Engineer for the best essay by a student member of the Canadian Society of Civil Engineers, was born in Montreal, and entered McGill University from the high school, in 1899. He took the mechanical engineering course, and graduated this year, receiving the degree of B.Sc. He is now taking the electrical course. The essay, which appears in this issue, also took the college prize.

ROCK-SLIDE AT FRANK.

(Continued from page 166.)

Writing on the 25th May, our correspondent adds: Regarding Frank, there is nothing much to add. Reconstruction work is progressing, and the C.P.R. ran their first train through on the new track laid across the rocks, yesterday, so that the regular service will now be resumed, and we expect to return on Tuesday morning. At the mine, which is to be reopened as quickly as possible, the main tunnel is being cleared, and preparations for sinking a shaft are in hand. Up to this time all the workings have been above ground, in the interior of the mountain; the formations, strata and arrangements being similar to those prevailing in the Chestnut mines in Montana. Owing to the difficulties of approaching the old working, however, due to the disaster, a shaft is to be sunk some distance away, and underground workings will commence, while the approach to main tunnel will be reconstructed. The town has been declared open for habitation, and people are now flocking back, and the stores reopening, so that in a short time everything will be in full swing. Last week Sir. Thos. Shaughnessy was in Frank, with some geological expert from Montreal, who declared unhesitatingly that the land-slide was preceded and caused by an explosion of coal gas, and the gas generated by lime combined. This was my own opinion, and is the only hypothesis tenable to account for the huge rocks as large as dwelling-houses, which are to be found at the fringe of the rock-covered area, from 2 to 2½ miles distant from the mountain base, it being inconceivable that a land-slide could force the rocks across the valley, and up the opposite slope some 60 or 70 feet high.

The summit of the mountain is split in many places, and frequent rock-falls occur, although nothing in the way of serious slides is anticipated. The lower end of the town is now under water, as the river-bed was filled up with debris and rocks, and the water has had to seek new levels and new exits. The miners' houses in that portion of the town are to be moved to a fresh site, and the town practically reconstructed.

A poor watchmaker named Fritz has sold a mechanical time fuse for projectiles to the Krupp Company for \$56,000, and a royalty of one mark (25 cents), for each device used.

FIRES.

The following fires have occurred in industrial works during the past month: Kootenay River Lumber Co.'s mill at Nelson, B.C., burned.—Matilda Mills, near Iroquois, Ont., belonging to M. T. Beach, burned.—Adams Bros. horse-collar factory, Toronto, burned.—Laing & Ritchie's planing mill, Essex, Ont., burned.—Storehouse of new locomotive works, at Longue Point, near Montreal, burned, with a quantity of lumber and other material, the destruction of which will delay work on the other buildings about a month.—Freeman Fertilizer Works, at Hamilton, damaged and a quantity of axle grease, varnish, etc., burned.—M. Beatty & Son's iron works, at Welland, damaged, and a lot of patterns burned.—Shaft-house, compressor plant and other buildings of Silver Mountain Mine, near Port Arthur, burned.—C.P.R. round-house at Hochelaga damaged, with three locomotives.—Saw mill of Royal Paper Mills, at East Angus, Que., burned, a pulp mill partly destroyed, some of the valuable machinery being saved.—Reddick's sash factory at Trenton, Ont., burned.—Workshop of A. Riddle & Son, plumbers, and stove dealers, St. Catharines, with machinery, burned, and stock damaged.—Manchester Mills, at Auburn, Ont., owned by Cullis Bros., and operated by Geo. Towns, burned.—George Edgington's sawmill and cheese box factory, and John Kaar's brick and tile works, at Brownsville, Ont., burned.—Canadian Brewing Co.'s premises, Montreal, damaged, principally by water.—Keith & Fitzsimmons brass works, Toronto, damaged.—Warehouse and elevator at Seaport Mills, burned.—Factory of United Mineral Wool & Asbestos Co., at St. Henri, damaged. For drying the wool great heat is required, and it is blown into a room with a ventilator covered with a wire screen. The wool accumulated on the screen, and prevented the air from passing through, and the heat set fire to the pulleys and wood-work around the ventilator, doing considerable damage.—J. Matchett's evaporating factory, Waterford, Ont., burned.—Locomotive shops of Grand Trunk works, at Pt. St. Charles, damaged to extent of \$2,500.—C.P.R. station, Ogilvie elevator, engine-house of Northern elevator, a number of cars loaded with lumber, and other buildings at Minnedosa, Man., burned.—Great fire at Ottawa, covering part of same territory burned three years ago, involving a loss of about \$400,000, half of which was lumber belonging to J. R. Booth.—The Ottawa Electric Lighting Company lost about \$3,000 in plant. The Electric Railway Company lost \$3,500, of which \$2,500 was on the Somerset bridge. Dominion Elevator Co.'s elevator at Nesbitt, Man., burned, with 13,000 bushels of wheat.—Fire at St. Hyacinthe, Que.; Cote's shoe factory, Dusseau & Lamoreau's implement works, Bedard's implement works, Hamel & Co.'s machine shop, Morin's sash and door factory, Cote Bros. flour mills, Allair's grist mill, Hudson & Allard's machine shop, burned.—Foundry of the Northern Iron Works Company, on Point Douglas, Winnipeg, burned, plant almost new, loss \$15,000.—Gordon & Keith's furniture factory, Halifax, burned.—Waterous Works, St. Paul, Minn., in which Waterous Works, Brantford, are interested, used for the manufacture of gasoline engines, burned.—Robt. Mitchell & Co.'s brass foundry, at St. Cunegonde, Montreal, burned.—J. P. Newman's saw mill at Warton, burned.—About 100,000 feet of lumber in J. R. Booth's piling ground at Ottawa, burned; this is in addition to what was burned in the great fire mentioned above.

A new steam barge is being built by Lee Bros., at Wallaceburg, to be ready this month. She is being fitted with the engines taken from the burnt steamer Parry Sound, of Collingwood.

—As already mentioned, the Canada Foundry Co. has acquired the Northey pump manufacturing plant, and has removed it to the company's large new works, in progress in north-west Toronto. Mr. Northey will retain connection with the works under the new regime, and the services of Mr. Pell will also be retained for a specified time.