

The following were appointed Nominating Committee for 1895. H. S. Poole, H. Irwin, G. H. Duggan, Alan Macdougall, H. N. Ruttan, J. M. Shanly and two past presidents.

After the usual votes of thanks, the meeting broke up.

Another meeting, with a very full attendance, was held on the 4th inst.

The discussion was continued upon Alan Macdougall's report as to the professional status of civil engineers.

In connection with this there was difference of opinion expressed as to whether it would not be better for the society to omit the word "civil" in their title, on the ground that it contained as members representatives of such a large number of other branches of the engineering profession, such as mining, mechanical, sanitary engineers, &c., &c.

Sec McLeod explained that the word "civil" was first used merely for the purpose of distinguishing from military engineers, and no doubt at the time their society was originated the term really included all the different kinds of engineers, and not exclusively those attending to railroad, bridge, and canal work.

Mr Sproule remarked that he could not help thinking that land surveyors were, on the whole, better educated men than the civil engineers. He believed in the society doing its best to keep up their connection with the land surveyors. At any rate the latter were a powerful body of men, whom he would prefer to have as friends of the society rather than enemies.

After some further discussion in which Messrs. Hannaford, Gower, Irwin, Beaudry, Cunningham and others took part, a paper was read by Cecil B. Smith on the "Masonry Work of the Cheat River Bridge."

A vote of thanks was passed unanimously, and then, after a short discussion, the meeting adjourned.

ROAD IMPROVEMENT.

Two very important movements were inaugurated by the Canadian Institute, Toronto, at the regular meeting on the 3rd ult. There was a very large attendance, the lecture room being full of enthusiastic and influential citizens. Prof. Ramsay Wright, the president, occupied the chair.

Alan Macdougall, of the Society of Civil Engineers, introduced a resolution respecting road reform, and in doing so, he referred at length to the systematic agitation in the press in favor of good roads during the past two years. The matter was now one recognized as of national importance, but the time had now arrived when action, as recently suggested by Andrew Patullo, of Woodstock, should be taken to bring about an organization of a good roads association. The Institute had on many occasions inaugurated movements which had borne good fruit for the people of the country, and it was fitting that it should do so now. Mr. Macdougall then moved, seconded by J. C. Hamilton:—

"That the Canadian Institute having followed the various steps which have been taken in the past few years to awaken an interest in road reform, and recognizing the inestimable benefit to the community arising from improved and well constructed roads, be it resolved that the Canadian Institute issue an invitation to all persons interested in road reform to meet in convention here on an early date for the purpose of forming a national road improvement association, and that the council be requested to make the necessary arrangements for holding said convention"

The motion was carried unanimously, and the Institute will shortly issue invitations for a convention to organize a good roads association. The meeting for such purpose will likely be held in February.

THE following paint will not corrode when subjected to the action of water, and further renders the material coated waterproof:—

Spirits of wine	1 gallon.
Shellac	4 pounds.
Resin	1 pound.
Steatite	½ pound.
Lampblack	2 pounds.

Instead of lampblack, any other desirable pigment may be employed. The ingredients are thoroughly mixed together, and for thirty minutes subjected to a heat of 212 deg. F., and then allowed to stand for forty-eight hours. The mass is subsequently strained and ground in an ordinary paint mill.

CANADIAN SOCIETY OF STATIONARY ENGINEERS.

Montreal No. 1 has not grown in membership during the past month, but it is none the less wide awake. Several good questions have been discussed. Mr. York, the secretary, tendered his resignation owing to the want of time to fill the office satisfactorily. But the members, like good "City Councillors," gave it a six months' hoist. The members propose holding a dinner or social at an early date, of which due notice will be given.

REVIEW OF THE METAL TRADES.

MONTREAL, Jan. 13th, 1894.

The trade is engaged in taking stock, and consequently there is very little moving. During December and January so far there was comparatively little business transacted. Business has been further at a standstill owing to the anticipated changes in the tariff. Every one seems to be expecting a revision of rates which will have an important bearing upon the future of the trade, and this will be enough to keep business in an unsettled state until something more definite is known. There has been no upward tendency since our last report; in fact the tendency has been to weaken rather than to strengthen in values. In some lines, as we stated in our last report, the Americans have been in our market trying to place goods here at exceedingly low prices, on account of the quietness in their own territory, and this will take place to a much greater extent unless business across the line becomes soon very much brighter in its aspect than it is at present.

Personal.

T. E. LEATHER, of the Ontario Rolling Mills, Hamilton, has been visi ng Montreal.

W. C. MILNER, retiring manager of the Joggins Railway, was presented by the employees of the road with an address and a handsome silver water set.—*Parrsboro Leader*.

BENJAMIN TOYE, late manager of the Great Northwestern Telegraph Company, is dead. He was very well known throughout America as an electrician, more especially as the inventor of an automatic repeater.

EDWARD HOLLOWAY, formerly connected with the Allan line of steamships, and, for the last few years, the foreign freight agent of the C.P.R., is dead. Mr. Holloway was 46 years old, and, when he died, had just come home from Hong Kong, where he had been for the last two years as C.P.R. representative for China and Japan.

"POWER" contains quite a sketch of an invention for which F.W. Mount, superintendent of the electric department of the St John, N.B., gas company's station, has obtained an American patent. The contrivance is calculated to make perfect regulation possible in automatic engines, which are run in pairs and connected by the usual shaft and clutches.

R. R. SAMUEL, late cashier of the *Gazette* Printing Company, has joined the ranks of trade journalism, having become business manager of THE CANADIAN ENGINEER, published by E. B. Biggar. Mr. Samuel was for fourteen years connected with the *Gazette* company, and during that time made a large circle of friends among the manufacturers and merchants of Montreal. His association with the commercial side of journalism since boyhood renders him admirably fitted for his new position, and his numerous friends will wish him a prosperous career.—*Montreal Herald*.

THE Technical School in Toronto is housed for the present in the old Wycliffe College building, which is, however, found too small for the rapidly increasing school, and a committee appointed to consider the matter of enlarging the premises, have reported that 546 students are enrolled, and that the attendance varies from 200 to 350; indeed one evening there were 377 pupils present. Influenced by the figures presented by the committee, the board decided to petition the City Council for enlarged accommodations. Prof. Galbraith and Messrs. D. J. O'Donohue and A. M. Wickens were appointed a committee to draw up such a petition.

A SOLUTION of 1 part sulphate of copper in 20 parts water, to which add 2 parts muriatic acid and enough solution of gum arabic so as to make a fair and even solution, can be used with a copper pen to write on bright tin. The addition of a small quantity of pyrogalllic acid to this solution will make the writing appear black at once.