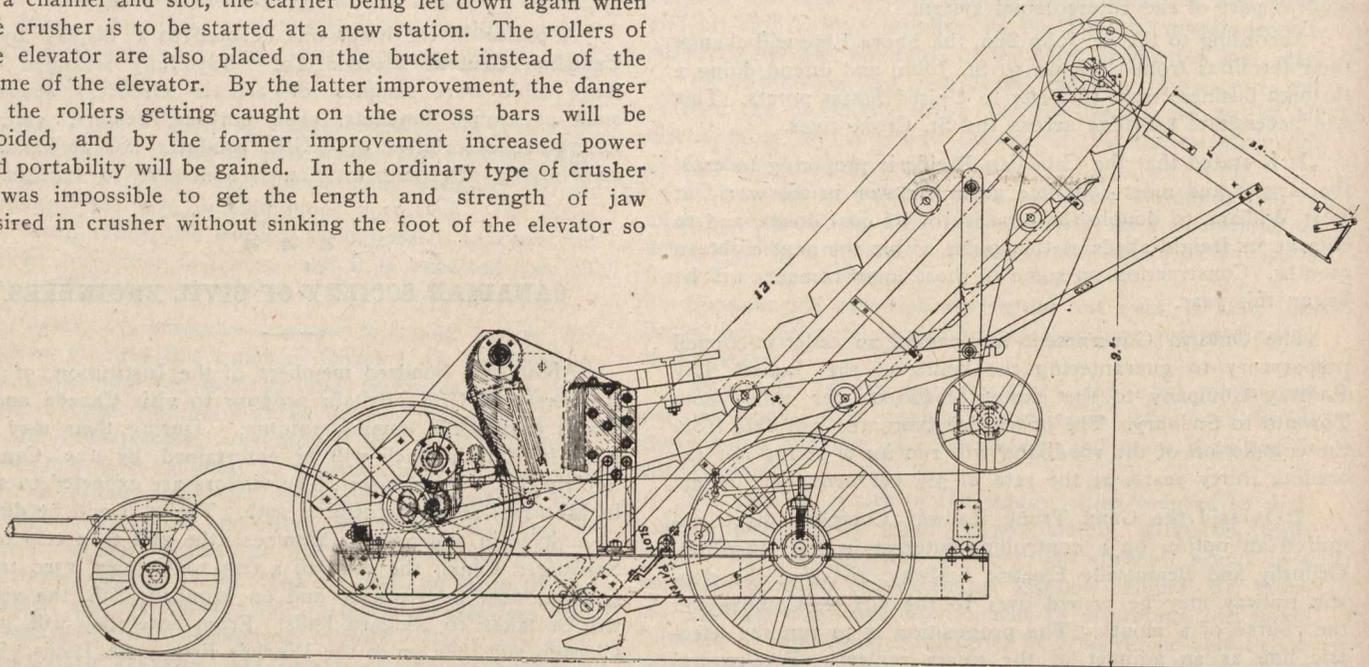


of the Engineers' Club, on the evening of October 7th. Information relating to membership may be obtained by addressing the secretary, R. T. Mackeen, electrical engineer, Canadian General Electric Co., Toronto.



### IMPROVED ROCK CRUSHER.

The cut below shows an improved rock crusher, placed on the market by the Good Roads Machinery Co, of Hamilton. When the crusher is to be moved from its working station, the carrier is lifted quite clear of the road by means of a channel and slot, the carrier being let down again when the crusher is to be started at a new station. The rollers of the elevator are also placed on the bucket instead of the frame of the elevator. By the latter improvement, the danger of the rollers getting caught on the cross bars will be avoided, and by the former improvement increased power and portability will be gained. In the ordinary type of crusher it was impossible to get the length and strength of jaw desired in crusher without sinking the foot of the elevator so



low as to risk damaging the machine when moving it from place to place. By this simple shifting device, the jaws can be made long and strong enough for any service, and yet permit the elevator to be raised clear of the road when travelling. This improvement is the subject of a patent.



### PERSONAL.

Mr. John Coom, chief engineer of the Government Railways of New Zealand, spent a couple of days in Toronto recently, on his way home to the Old Country. He will not return to New Zealand until December.

Among the King's Birthday honors, distributed on June 24th, A. Gobeil, deputy Minister of Public Works, and David Pottinger, general manager, Government Railways, were made Companions of the Imperial Service Order.

Arthur W. Holmes has been appointed by the Ontario Government to the vacancy caused by the retirement of Jas. R. Brown, thus completing the staff of factory inspectors. Mr. Holmes has been a member of the executive of the International Machinists' Union for some years.

Lieut. Gordon Tyndale Jennings, Reserve of Engineer officers, who graduated at the Royal Military College of Canada, in 1902, and subsequently obtained the degree of B.Sc. in Civil Engineering at McGill University, has returned to Toronto, and is engaged in his profession, with his father, W. T. Jennings, M.I.C.E.

T. S. Rubidge, chief engineer of the St. Lawrence canals, died at his residence, Mountain Place, Cornwall, aged about 84 years. The deceased gentleman was a native of England, but spent most of his life in Canada, being in the employ of the Government since 1844. He was engaged on the construction of the Iroquois Canal, a section of the Intercolonial, and other public works.

The Nova Scotia Government recently appointed C. R. Coutlee, of Aylmer, Que., good roads instructor. Mr. Coutlee is a member of the Canadian Society of Civil Engineers, and is under forty years of age. He was educated at the

Royal Military College, Kingston, graduating fifteen years ago. Since then he has been employed on important works from Montreal to Vancouver, and is now carrying on a general engineering practice at Vancouver. He is regarded as an expert on highway construction.

Fred. B. Fetherstonhaugh, head of the firm of Fetherstonhaugh & Co., patent barristers, Toronto, has associated with him in charge of the Montreal office, Albert F. Nathan, late examiner in the United States Patent Office, Washington. Mr. Nathan is a member of the Bar of the Supreme Court and of the Court of Appeals, D.C., and holds degrees from the Massachusetts Institute of Technology, National Univer-

sity, and Columbian University, besides having had practical experience in electrical, mechanical, and chemical industries.

Geo. A. Mountain, chief engineer of the Canada Atlantic, has, by an order-in-council, been appointed engineer to the Railway Commission, created by the Dominion Parliament last session, and of which Hon. A. G. Blair is chairman. Mr. Mountain was born at Quebec in 1860, and began his professional career in the office of the City Engineer. He was engaged on surveys for the Newfoundland Railway and the Quebec and Lake St. John Railway. As assistant engineer on the Canada Atlantic, he superintended the construction of the Ottawa, Arnprior and Parry Sound division, and he became chief engineer of the system in 1890. Mr. Mountain is an active member of the council of the Canadian Society of Civil Engineers. In his new position he will be expert adviser to the Railway Commission.



The suit of Peter Lyall against the Glen Falls Portland Cement Co., for \$38,000 damages for failure to supply cement of the quality contracted for, has been settled by jury trial in Montreal. The verdict is in favor of plaintiff for \$10,393.86. The trial lasted three weeks. The cement in question was for the Chambly dam, the failure of which was described in the Engineer at the time.



—The problem of obtaining nitrogen from the atmosphere for fertilizing the land appears to have been solved, at least from a scientific point of view, by Doctor Erlwein, a German experimenter. His method is first to separate the nitrogen from oxygen by passing an air-current over red-hot copper, when the oxygen combines with the metal, leaving the nitrogen free. Then the nitrogen is caused to combine in an electric furnace with a mixture of powdered charcoal and lime. The product is a black substance suitable to be spread on the land, and possessing the fertilizing properties of Chile saltpeter and potassium nitrate. It remains to be demonstrated that the new fertilizer can be produced on an extensive scale and at an economical cost.