

## ASSOCIATION OF ONTARIO LAND SURVEYORS.

The following constitutes the list of successful candidates at the recent examinations for Ontario Land Surveyors:—

Preliminary—T. N. Enright, Toronto; John F. LaPlant, Simcoe; William W. Perrie, Hamilton; Matthew Rae, Unionville; Henry W. Richardson, Hamilton; Leopold Wright, Toronto.

With supplemental—R. A. Cox, Collingwood; T. K. DeMorest, Ottawa; H. C. Mathers, Lambton Mills; W. R. Peck, Toronto.

Final examination—F. H. Muckleston, Toronto; N. B. MacRostie, Ottawa; S. G. McDougall, Ottawa; G. L. Berkeley, Toronto; Milton E. Crouch, Toronto; Karl Huffman, Toronto; P. A. Jackson, West Toronto; R. S. Kirkup, Fort William.

With supplemental—F. A. Bell, St. Thomas; J. H. McKnight, Simcoe; S. J. Pepler, Toronto; J. M. Riddell, Thessalon; J. R. Wood, Welland.

## PERSONAL.

C. H. TOPP has been appointed engineer for the municipality of Esquimalt, B.C., to succeed W. E. Casey, resigned.

E. R. BINGHAM, O.L.S., has been appointed Corporation Surveyor for the city of Port Arthur, to succeed A. L. Russell, resigned.

E. H. VERNER, until recently engineer for the municipality of Coquitlam, B.C., has just been appointed city engineer of Port Coquitlam.

V. J. ELMONT, A. M. Can. Soc. C.E., of Montreal, is attending the annual meeting of the American Concrete Institute and the Cement Show in Chicago.

J. ANTONISEN, C.E., formerly City Engineer of Port Arthur and of Moose Jaw, has tendered his resignation to the Brandon Street Railway Company, for which he has acted as superintendent during the past year.

R. J. MACKENZIE, son of Sir William Mackenzie, will shortly assume the responsibilities of being active head of the lines of the Canadian Northern Railway between Lake Superior and the Pacific coast. He was recently appointed second vice-president.

H. W. DURHAM, M. Am. Soc. C.E., Chief Engineer in charge of highways, Borough of Manhattan, New York City, on February 9th delivered an illustrated lecture on "The Highways of Panama" before the Graduate Students in Highway Engineering at Columbia University.

ROBT. P. WEIR has recently been appointed district representative, with offices in the Traders Bank Building, Toronto, for the Cutter Company, of Philadelphia, Pa. Mr. Weir, a graduate in engineering of the University of Toronto, was previously with the Toronto Power Company, and also with the Toronto Hydro-Electric System.

GEORGE T. CLARK, former City Engineer of Saskatoon from 1909-1913, has been appointed construction manager for Western Pavers, Limited, having purchased considerable stock in the company. He will assume charge on March 1st. Chas. Curtis is president and sales manager of the company and Henry J. Keith is secretary-treasurer.

R. W. MILLS has been appointed head of a new branch of work in the Observatory at Toronto. This service is to supply rural communities with information respecting coming weather and its probable effect on crops, etc. The step was strongly advocated last fall by Mr. R. T. Stupart, Director of the Meteorological Service of Canada. Mr. Mills is a graduate of the University of Toronto.

## IRON MINING IN ONTARIO IN 1913.

It has been shown by Mr. Thomas W. Gibson, Deputy Minister of Mines for the Ontario Government, that the production of pig iron in 1913 was about the same as in 1912—e.g., about 600,000 tons, which is valued at about \$8,000,000. Five companies operate to produce this tonnage. They are located at Sault Ste. Marie, Midland, Deseronto, Hamilton and Port Colborne. A sixth furnace is being constructed at Parry Sound.

Five mines were worked during the year; the Helen and the Magpie located in the Michipicoten district, and owned by the Lake Superior Corporation; the Moose Mountain, the Bessemer, and the Belmont, the two latter being situated in Eastern Ontario. The ore of the Helen mine is hematite; of the Magpie, siderite, which is roasted to expel the carbonic acid and sulphur; and of the three others, the ore is magnetite, which undergoes concentration and sintering previous to shipment. The ore of the Bessemer is concentrated at Trenton, while the ore of the Belmont is shipped to the new blast furnace recently erected by the Buffalo Union Furnace Co. at Port Colborne. The total output of ore from these mines in 1913 was about 200,000 tons.

## BACK COPIES WANTED.

One of our subscribers, anxious to bind his copies of *The Canadian Engineer*, lacks the following issues: Aug. 13th, 1909; Sept. 17th, 1909; Dec. 10th, 1909; Jan. 25th, 1912, and would be glad to pay 25 cents per copy for any of them. Will subscribers who happen to have these numbers, and who do not care to keep them, kindly send them in to this office in order that they are put into the hands of the party interested?

## COMING MEETINGS.

CANADIAN MINING INSTITUTE.—Sixteenth Annual Meeting to be held at Windsor Hotel, Montreal, March 4th, 5th and 6th, 1914. Secretary, H. Mortimer Lamb, Windsor Hotel, Montreal.

AMERICAN WATERWORKS ASSOCIATION.—Thirty-fourth Annual Meeting to be held in Philadelphia, Pa., May 11-15, 1914. Secretary, J. M. Deven, 47 Slate Street, Troy, N.Y.

CANADIAN AND INTERNATIONAL GOOD ROADS CONGRESS.—To be held in Montreal, May 18th to 23rd, 1914. Mr. G. A. McNamee, 909 New Birks Building, Montreal, General Secretary.

Mr. W. A. McLean of the Highways Department of the Ontario Government has shown in a recent report that, in the organized counties of Ontario, there are 50,000 miles of road. A classification would be approximately as follows:—

Trunks roads connecting the large towns and cities . . . . .	2,500 miles
County or leading market roads . . . . .	6,000 miles
(a) Main township roads . . . . .	25,000 miles
(b) Secondary township roads . . . . .	16,500 miles

The roads described as trunk roads are, with the exception of a few connecting links, among the most important of the county roads. Main township roads comprise principally the concession roads on which numerous farms front and which converge into and create the traffic of trunk or county roads. Secondary township roads include the little travelled connecting roads.