

THE finds of gold in the alluvium of the township of Dudswell, Que., are attracting attention. A nugget worth \$80 was taken out of a creek bed a few days ago.

CONSIDERABLE progress is being made at the Nelson Hydraulic Company's property on Forty-nine Creek. It is expected that when everything is in working order the ground will pay \$600 a day.

THE Hamilton Smelting Works propose to obtain a large quantity of their iron ore from the central Ontario iron regions, being well satisfied with the samples obtained. The contract for the erection of the plant has been let to the Philadelphia Engineering Co. for \$360,000, the works to be ready for smelting by Jan next.

THERE are immense reservoirs of natural gas beneath the surface of the earth in the Great Slave district of the North-West. Near Grand Rapids there the gas boils up from the bottom of the river. Near Lake Athabasca are enormous beds of tar and natural asphalt, which will be shipped all over Canada when transportation facilities are provided.

Personal.

E. C. AMOS, C.E., has joined the firm of Mignault & Belanger, Montreal.

HERBERT S. HOLT has been elected president of the Montreal Gas Company.

FRANK RICE, for some years traveller for the Nova Scotia Steel and Forge Company, of New Glasgow, N.S., died recently in Chicago.

RONALPH FORGET, of Montreal, director of the Richelieu & Ontario Navigation Company, was last month married to Miss Blanche McDonald, youngest daughter of A. R. McDonald, superintendent of the I.C.R.

W. H. SWEENEY, of Cote St. Antoine, Montreal, has been promoted from the cashiership in the C.P.R. treasurer's office to the position of paymaster for lines east. His predecessor, S. E. Taprell, has entered the treasurer's department.

GEORGE M. DAVIS, an employee of the Worthington Steam Pump Company, of New York, who was superintending the fixing of the Worthington engine at Montreal Waterworks two or three weeks ago, has mysteriously disappeared. Foul play is suspected.

FRANK BADGER, jun., son of Frank Badger, the Montreal city electrician, is now manager of the Quebec Electric Light and Power Co.'s works at Montmorency Falls. Mr. Badger, though young, was the successful applicant out of a hundred or more candidates.

JAMES CLARKE, who was superintendent of the machinery of the Canadian department, World's Fair, has renewed his engagement with John Bertram & Sons, machine tool makers, Dundas, Ont. Mr. Clarke did noble service for Canada at Chicago, and to-day has few equals in America in the installing and running of machinery.

ROSS MACKENZIE, of lacrosse fame, is now manager of the Niagara Falls Park and River Railway. For several years he was assistant to the eastern superintendent of the C.P.R. W. A. Grant, the retiring manager, goes to Montreal to take a responsible position in the office of Vice-President Shaughnessy, of the C.P.R. His late fellow-employees presented him with a gold watch and chain.

In a recent number we announced that G. A. Goodwin had been elected president of the Society of Engineers, London, Eng. We have now the pleasure of perusing his inaugural address, which was delivered at the Westminster Town Hall, London, on February 12th. After giving a brief resume of the doings of the society during the previous year, Mr. Goodwin gave a full and highly interesting review of the present position of mechanical engineering, in this connection referring to the present state of practice regarding boilers, stoking, marine engineering, iron and steel manufacture, electric and water power, &c., &c. These, together with many other subjects, he treated principally with regard to their mechanical aspect, but incidentally many other points were touched upon as well. Altogether it is an address that does credit both to this old-established and well known society and to Mr. Goodwin.

FERDINAND BOURGEOIS, carpenter, while at work on the roof of a house in Montreal, touched a live electric wire. He was rendered insensible, fell down into the street and was instantly killed.

LITERARY NOTES.

THE *Canadian Colliery Guardian*, Halifax, is publishing a series of pamphlets, reprinted from that paper. No. 1 is entitled "Cheap and Rapid Coaling in Nova Scotia," and is published under the belief that British and continental shipowners ought to know of the coaling stations on the Nova Scotia coast, where steamers navigating the Atlantic can obtain cheap supplies of coal. A very interesting description of Nova Scotia is included in the booklet, which should be appreciated amongst shipowners and others.

By a recent re-arrangement of the staff of the *Canadian Manufacturer*, J. C. Gardner has become managing director of that journal. Mr. Gardner has for some time devoted himself to the outside work of the paper, and by his industry proved himself well worthy of promotion. Mr. Gardner, among other qualifications, is an experienced bicyclist and has got more than one extra contract by the expert use of the treadle. His friends will rejoice in his prosperity.

J. A. GRENIER, the well known civil engineer and patent expert, of Montreal, has issued a very neat and instructive little booklet on the subject of patents. It gives much useful information on Canadian and foreign patents, and is, we understand, sent free to seekers after knowledge in this line. Mr. Grenier's card appears in this journal.

WE are glad to see *Grip* again flourishing, this time under the personal control of Mr. Bengough, and we are delighted to see his genius for caricature shining out more brightly than ever after the brief eclipse. Adapting the invocation of Dick Swiveller, we can only say "may *Grip* never moult a feather."

THE N. Y. *Electrical World* recently changed its "make up" to one more convenient for binding, and its new shape seems to be much more pleasing to its wide circle of readers. Its columns are a mine of information to those interested in electricity.

THE *Electrical and Street Railway Reporter* is the name of the latest knight in the arena of technical journalism. Its initial number is admirably printed, and treats of a great variety of topics of special interest to those engaged in electrical and street railway work. It is issued at 136 Liberty St., New York, and the publishers will no doubt be pleased to send sample copies to any one interested.

Electrical Power, of New York, is another paper containing valuable budgets of information for electricians. It has been publishing a very instructive series of articles on the great Niagara Falls electrical plant.

A VALUABLE contribution to Canadian history has been given to the public by C. C. Morton & Co., booksellers and publishers, of Halifax. This is a "History of Dartmouth, Preston and Lawrencetown," by the late Mrs. Lawson, the work being edited by Harry Piers. This work, which covers the period from 1750 to 1893, won the Aikins prize for the best historical essay relating to Nova Scotia, and gives not merely a dry record of local events, but many sketches of character involving no little of the romance of history. Among these, not the least pathetic, is the career and death of a near relative of the Empress Eugenie. Mrs. Lawson, whose maiden name was Mary J. Katzmann, was otherwise well known as a Nova Scotia poetess, and a lady personally much esteemed.

A *Reference Book of Tables and Formulas for Electric Street Railway Engineers*, by E. A. Merrill, author of "Electric Lighting Specifications," has just been issued by the W. J. Johnston Company, Ltd., New York. It is the object of this reference book to meet a practical need by collecting and arranging in a concise, logical order those tables and formulas which are in constant use by the electric street railway engineer in making estimates, ordering material, on construction work, etc. It takes up successively cars and their equipment, overhead work, track work, and miscellaneous tables and formulas in constant use, but only indirectly related to the main division. Care has been taken in selecting and checking material compiled directly, and several original tables have been added, while many tables and formulas have been extended to meet the conditions imposed by street railway work.

THE annual report of the city engineer of Omaha for the year ending December 31st, 1893, is as elaborately gotten up as any like document we have seen. The frontispiece consists of a picture of the city hall, which, with that in view, we should judge to be a very fine building. Supplementing the report itself there is a series of well executed maps, which from their voluminousness ought to be able to give the peruser a very distinct idea of the city of Omaha.