

## Marine News.

Steps are being taken to place a steamer on the Saskatchewan at Edmonton.

The Esquimalt dry dock will probably be enlarged so as to accommodate a warship of 14,000 tons.

It is announced that the Bertram Co. will establish extensive shipbuilding yards at Sandwich, Ont.

Capt. Roys, of Gananoque, has sold the steamer Jubilee to be taken to Lake Temiscaming next season.

The Anchor Steamship Co. has ordered another twin screw steamer of 10,000 tons, similar to the Columbia.

The theory now accepted at Kingston is that the boilers of the steamer Bannockburn, which recently disappeared, must have burst.

The steamer Regulus broke her shaft recently and had to be towed to Louisburg. A new shaft was ordered from New Glasgow.

The Society of Naval Architects and Marine Engineers for the United States held its tenth annual meeting in New York, the last week in November.

A sand bar has formed 150 feet off the harbor at Port Credit, Lake Ontario, with only  $6\frac{1}{2}$  feet of water on it, and the depth is rapidly getting less.

The Alaska Steamship and Puget Sound Navigation Company are about to build three new steamships, one of them intended for the Victoria-Puget Sound route.

F. A. Knapp offers to establish a plant for building his tubular steamships at Sydney, C.B., if the town will give a free site, and subscribe \$60,000 stock in his company.

The loss of the steamer Sylvanus J. Macy, off Port Burwell, on the north shore of Lake Erie, at the close of the season, resulted in 13 deaths, doubling the number this season up to that date.

Hope is expressed of saving the steamer Owen from the Gull shoal near Long Point, Lake Ontario. If the vessel is raised she will be, between two light vessels, towed to Kingston for repairs.

There has been launched at Wallsend-on-Tyne the steel screw steamer Dominion, for the Louisburg and Boston route. She has been chartered by the Dominion Iron and Steel Co. for the coal carrying trade.

The Upper Ottawa Pier and Boom Co. has decided to build this winter, two large steel tow-steamers on Lake Temiscaming, and two more next winter. All will be of the most modern description and of great power.

Frank Lovitt, of Yarmouth, N.S., has purchased the schooner yacht Columbia at New York. She is 60 feet long, 13 feet wide, 8 feet 2 inches draft, measures 26 tons, and was built by Lawley, Boston, five years ago for Col. Pope, of the Columbia Bicycle Works.

The new C.P.R. steamship, Princess Victoria, recently launched at Wallsend by Swan & Hunter, is 300 ft. long, 40 ft. 6 in. beam, 18 ft. 6 in. depth, moulded, and is for the company's mail and passenger service between Vancouver and Victoria, B.C. She will have an average speed of 18 knots per hour.

Canada leads in the matter of dry docks on the Great Lakes. The U.S. steamer Hecla recently underwent repairs at Kingston, and when the United States authorities levied a duty on the repairs the owners protested on the ground that there is no United States dry dock on Lake Ontario large enough for the Hecla. But they had to pay the duty.

The trustees of the Carnegie Institute of Washington, D.C., have voted Dr. Frank D. Adams, Logan professor of geology and palaeontology, at McGill, the sum of \$25,000, to enable him to continue his experiments in the flow of rocks.

## Personal.

Oliver McClary, of the well-known McClary stove manufacturing company, London, Ont., is dead.

E. L. W. Saunderson, lately with the J. C. McLaren Belting Co., has joined the Montreal Belting Co.

L. J. Houston has taken the position of resident civil engineer for the C.P.R. at Fort William, vice R. Elmsley, resigned.

Capt. W. R. Lang, professor of chemistry at Toronto University, who is in command of the Toronto company of engineers, is promoted to be major.

G. T. Jennings, of Toronto, who is taking a course in engineering at McGill College, Montreal, is appointed to a commission in the Royal Canadian Artillery.

B. J. Saunders, C.E., of Regina, formerly of Brockville, has been appointed chief engineer of irrigation in the Northwest, by the Ottawa Government, in succession to J. S. Dennis.

A. M. Wickens, engineer of the Ontario public buildings, who was suspended recently, has been re-instated, and will give his entire attention to the Parliament buildings, Toronto.

Joseph Ironsides, assistant engineer at the pump house, Hamilton Asylum, has been appointed chief engineer to fill the position vacant by the death of John Martin. Thos. Lawlor, of Hamilton, has been appointed assistant.

The name of Capt. A. C. Joly de Lotbiniere, deputy chief engineer of Mysore, and a Canadian, appears as one of the designers of the great Canvery Falls hydro-electric power plant, constructed by the Government of Mysore, India.

Locomotive engineer Murphy, of the G.T.R., who lost his life recently at Morrisburg, was driver on the train carrying a number of the Press Association members on their return from the Maritime Provinces, in 1901, when it collided west of Montreal. His courage saved their lives, and they gave him a purse of \$50.

J. E. Botterell, of the Fairbanks Company, Montreal, has gone to Vancouver, B.C., to become manager of the new branch in that city, which the growth of the firm's business has rendered necessary. Mr. Botterell has been connected with the Fairbanks Company for the last four years; first, as their representative in the Maritime Provinces, and latterly as sales manager in the Montreal house. Before leaving he was presented by the staff with a handsome piece of jewelry as a souvenir.

The council of the Institution of Civil Engineers of Great Britain has awarded the Watt gold medal to Dr. William Bell Dawson, M.A., for an able and valuable paper upon "Tide gauges in northern climates and isolated situations." Dr. Dawson is chief engineer of the tidal survey of Canada, and his paper is the result of exhaustive researches into the tides and currents along the coasts of the Dominion. He is a son of the late Sir William Dawson.

Donald Locke has been appointed to the Government service as metallurgist, and for the present will be attached to the Geological Survey. He is associated with Dr. Barlow in an enquiry into the resources of the nickel district at Sudbury. While the latter is investigating the geological features, Mr. Locke is examining the methods of treating the ore. The results of their investigation will be embodied in a report. Mr. Locke is a New Zealander, and won an important scholarship at the Sydney School of Mines. He is a graduate in metallurgical engineering of the Friborg School of Mines.

Frank Dillinger, of Ottawa, has been appointed superintendent of the twentieth district and terminals at Winnipeg, on the Canadian Pacific Railway, succeeding Superintendent Arundel, who has resigned to accept a position as divisional superintendent with the Canadian Northern Railway. Mr. Dillinger came from Philadelphia five years ago, where he was train despatcher for the Pennsylvania road. He was a year in Winnipeg with the C.P.R., and was then moved