

Work on new pavements commenced in Toronto on March 30th, being much earlier than usual.

The Violin Lake Power Company has been incorporated for irrigation and other purposes in West Kootenay.

The septic tank and bacteria bed system of sewage, recommended for the east end of Toronto by the city engineer, has been vetoed by the people, who were not willing to pay for it.

A concrete floor is to be laid on the Hartman bridge, the first of the kind in the county of Waterloo. The plan is to lay a plate of corrugated steel on metal joists, then a covering of concrete.

A new inter-municipal bridge across the St. Francis river between Richmond and Melbourne has been opened for traffic. It is a two-span structure, 750 feet in length, each span being 375 feet, the longest spans in any municipal bridge in Canada. It cost \$51,000, and will be free after 25 years, by which times the tolls will, it is expected, pay off the debentures.

Personal.

W. E. H. Carter has been appointed provincial inspector for the Bureau of Mines.

Capt. J. F. Foote, one of the oldest of lake navigators, died recently at Owen Sound.

Kenneth McLennan, of Hamilton, for many years inspector of bridges on the Grand Trunk, is dead.

James Barge, at one time a prominent railway contractor, and manufacturer, died at Windsor, Ont., March 21st.

James Corbett, one of the founders of the Corbett Foundry and Machine Shops, at Owen Sound, is dead.

C. J. Higgins, manager of the Bell Telephone Company's business at Smith's Falls, has been transferred to Calgary.

S. C. Skinner, principal proprietor of Skinner & Co.'s hardware, woodware, and hame factory, at Gananoque, is dead from paralysis.

Thomas Merry, chief engineer of the Toronto Railway Co., has resigned to take an appointment with Mackenzie & Mann, in the Northwest.

J. H. Means finally decided to retire from the superintendency of the Dominion Iron & Steel Works, at Sydney, and has gone to Chicago.

W. H. Kelly, conductor on the first train into Toronto from Montreal, on the C.P.R., is dead. He had formerly been in the employ of the G.T.R.

Frank Priestland, formerly with the Niagara Falls Electric Power Co., has been appointed manager of the Smith's Falls Electric Power Co., in place of John Davidson, resigned.

F. E. Ward, who has been named by J. J. Hill as general manager of the Great Northern Railway of the United States, was a Montreal boy. He swept out offices in the Grand Trunk as a lad.

C. F. Hannington, C.E., who lately completed surveys for the Clergue Co., near White River, has entered the service of the Grand Trunk Pacific Co., and will have charge of the survey from North Bay west.

Calgary city council has decided to consider as candidates for city engineer, W. Thorold, St. Catharines; T. D. McNab, Chatham; J. S. Griffiths, Winnipeg, in the order named, pending further enquiry.

Edward Black, who died recently in Toronto, was one of the oldest of the Grand Trunk engineers, having been employed on the Great Western before its amalgamation with the G.T.R. In the early fifties he came to Canada from Leicestershire, England, where he had been employed as engineer on the Midland Railway. At first he took up his

residence at London, and afterwards for thirty years ran an express between Toronto and Hamilton, retiring from active work about 1888.

The new company of Engineers at Montreal will be officered as follows: Major S. Howard, in command; Captain H. Harrison, and Lieut. D. O'Brien. The uniform will be scarlet tunics with royal blue facings.

James Woodman, divisional engineer of the western division of the C.P.R., has resigned, and will be succeeded by J. E. Schwitzer, with headquarters at Winnipeg, and A. S. Dawson, with headquarters at Calgary.

H. R. Mallison, for a number of years connected with the Montreal Street Railway, has been appointed comptroller of the Light, Heat and Power Company, of Mexico, in which Montreal and Toronto capitalists are interested.

A. M. Dowsley, who has been manager of the Dowsley Spring and Axle Works, at Chatham, Ont., since its establishment, has resigned. He will be succeeded by L. Kennedy, who has been with Warnock & Co., Galt.

A. P. Low, who left the Dominion Geological Survey two years ago to take a position with a Philadelphia syndicate, at a salary of \$10,000 a year to exploit iron mines in Labrador, has been re-engaged on the Dominion staff.

Colin Kennedy, late of the Whitman-Barnes Mfg. Co., St. Catharines, has taken the mechanical superintendency of the Victoria Wheel Works, Galt, in the place of James Miller, who has resigned on account of ill-health, after seventeen years' service.

Thos. Monro, chief engineer of the Soulanges Canal, during construction, died at Coteau Landing, March 20th. He was considered one of Canada's best known and most capable engineers, and had been employed on most of the Government's important works for many years.

Erik. Nystrom, mechanical and mining engineer, from the Institute of Technology, Stockholm, Sweden, who is especially conversant with Swedish methods of examining magnetic ore deposits by magnetometric measurements, has been appointed assistant to Dr. Haanel, Superintendent of Mines, at Ottawa.

Ford Kumpf, superintendent of the Berlin-Waterloo Electric Railway, has resigned to go into manufacturing at Waterloo. W. H. Breithaupt, the president, will look after the operation of the road, with Victor McIntyre, who has had several years' experience in the company's office, as assistant superintendent.

John S. Plaskett, electrician and mechanical expert of the University of Toronto, has been appointed mechanical superintendent of the new Astronomical Observatory, now in course of erection at Ottawa. He will have charge of the apparatus in the observatory, and also undertake work in spectrum analysis and stellar spectroscopy.

R. L. Whyte, of Hamilton, claims to rank as one of the oldest locomotive engineers in Canada. He will be 83 years of age on May 30th. He states that at fourteen he entered the drawing office of Robert Stephenson & Co., Newcastle-on-Tyne, and worked on the drawings of the Rapid, one of the two engines which were used at the opening of the first section of the Newcastle and Carlisle Railway from Blaydon to Hexam, about sixteen miles, at which he was present.

Alfred J. Stevens, assistant engineer of the construction department of the Intercolonial Railway, has resigned and will open an office at Toronto in April doing a general engineering and contracting business. Mr. Stevens has been engaged on construction work connected with the Intercolonial Railway for the past fifteen years, during which time he has been identified with nearly all the important undertakings of the railway. He has had necessarily a wide experience and met with uniform success in his engineering undertakings. Mr. Stevens' voluntary resignation is but another indication that the standard of salaries in connection with the higher departments of service on the Intercolonial Railway will need to be advanced if it is to retain in its service men whom it has trained to a position of usefulness.—Moncton Transcript.