

PERSONAL.

Louis Terven, E.E. (University of Wisconsin) has been appointed chief electrician of the Nernst Lamp Company, Pittsburg, Pa. Mr. Terven was for some time electrician of the United States Navy Yard, Port Royal, S.C.

Mr. T. C. Streeter, who has been connected with the B. and M. Railway for the past twenty-five years, has resigned his position with that road to enter the service of the Quebec Central R.R. as a member of the head office staff.

It is reported that F. B. Wade, M.P., is to be chairman of the commission to build the eastern section of the Grand Trunk Pacific Railway. Mr. Wade was born at Granville, N.S., in 1852, and educated at Belle Isle. He was elected to the House of Commons for Annapolis in 1900.

A. L. Waterbury, who was at one time first vice-president and general manager of the Citizens' Telephone Co., of Houston, Tex., has accepted a position as general manager of the sales department of the American Conduit Co. Mr. Waterbury will have his headquarters at the Chicago office of this company, 1005-6 Manhattan Building.

John J. Long, president of the Collingwood Shipbuilding Co., was mysteriously drowned in the Don at Toronto early in July. He was a very hard worker, and was not in good health. Besides being president of the shipbuilding company he was a member of Long Bros., Collingwood, vice-president of the Collingwood Meat Co., vice-president of the Anglo-American Fire Insurance Co., director of the Bank of Toronto, director of the Northern Navigation Co., and was connected with various other companies. He was born in Limerick, Ireland, in 1843.

It is stated that Sir Percy Girouard, late Commissioner of Railways in the Transvaal and Orange River Colony, may be asked by the Dominion Government to take charge of the Moncton-Winnipeg section of the Grand Trunk Pacific. Sir Percy was born in Montreal, and received his education at the Royal Military College. His work in connection with the construction of the Egyptian and Soudan railways, between 1896 and 1899, won for him international prestige as a railway builder, and his subsequent services in connection with railway construction and reorganization in South Africa have enhanced the high reputation previously won.

Alexander Gartshore, the well-known founder, of Hamilton, died on July 13th, in his sixty-fifth year. He was a son of John Gartshore, of Lanarkshire, Scotland, who was one of the pioneer iron founders in Canada, and established a foundry in Dundas in the early days. In 1858 Mr. Gartshore entered his father's works in Dundas, and was admitted to a partnership in 1865. In 1870 the business changed hands, and Alexander Gartshore moved to Hamilton, where he formed a partnership in the manufacture of railway castings, etc., the firm name being Gartshore & Cowie. Mr. Gartshore eventually bought out Mr. Cowie's interest in the business, but a few years ago he took Mr. Thompson in as a partner, the firm becoming the Gartshore-Thompson Pipe and Foundry Co., Ltd. He was the first man to embark in the iron pipe industry in Canada, and he made a great success of his business. He it was who drew the plans for the first pumping engine for the Hamilton waterworks system. That was in 1857. The deceased was active in military matters in his earlier years. He was a member of Notman's Foot Artillery in Dundas in 1858. When the present King of England visited Canada as the Prince of Wales Mr. Gartshore was an officer in the sedentary militia. He was a master Free Mason, a member of St. Andrew's Society and a member of Central Presbyterian Church. In politics he was a Conservative. He is survived by a widow, two daughters, Misses Mary and Jessie, and three sons, Alexander L., of Vancouver, and John William M., of Hamilton.

On Thursday, July 21st, the Montreal branch of the Canadian Manufacturers' Association tendered a banquet to George E. Drummond, the president of the Canadian Manufacturers' Association, and also president of Montreal Board of Trade. The key-note of the speeches of the occasion was Imperialism and the upbuilding of Canada. Mr. Drummond, in reply to the toast, "Our Guest," told of his

recent visit to Great Britain, when he met many men prominent in trade and politics in the old land, including Mr. Chamberlain. He described Mr. Chamberlain's characteristics as he had found them, and made a vigorous speech in favor of a reorganization of the Empire along preferential trade lines. Speaking of Canada as the pivotal point in any such scheme, he said he was convinced that the time had arrived when "our Parliament should voice the wish of the Canadian people as expressed by our trade organizations; that the general interests demand that our Parliament should move to get a mutual preferential trade arrangement that will make for the permanent consolidation of the Empire." In an interesting and eloquent manner he argued this position from a trade standpoint, from a Canadian national standpoint, and from an Imperial standpoint. "The Canadian people must unite on a policy for self-preservation and for permanent unity with the Empire. The Halifax platform of the Manufacturers' Association is built upon common sense principles, and the policy outlined therein is born of practical experience in a practical age. Canadians can unite on this platform for the safety, prosperity, and progress of Canada and the Empire." Speeches were made also by Robert Meighen, Hon. Raymond Prefontaine, Hon. L. P. Brodeur, R. L. Borden, M.P., and F. D. Monk, M.P.

Editor Canadian Engineer:

Sir:—In your issue of June last I noticed a "Personal" item respecting T. H. Wiggins, of this department, and think it should be corrected, as this gentleman's name is frequently appearing in print laying claim to undeserved honors, and positions of responsibility. Mr. Wiggins has never been connected in any way with Irrigation work, which is administered here under the direction of the Department of the Interior at Ottawa. B. J. Saunders was Deputy Commissioner of Public Works and Chief Engineer of Irrigation until March 31st last, when he resigned, and was succeeded by John Stocks, then Assistant Chief Engineer of this Department. You will find in the Canadian Society of Civil Engineers list of Associate Members for 1904, that Mr. Wiggins has supplied himself with the position of Assistant Chief Engineer of the North-West Government, a position which he has never held or been offered; I succeeded Mr. Stocks in this position on April 1st of the present year. Mr. Wiggins was formerly Assistant Chief Surveyor of the Department of Public Works, and is now Drainage Engineer and District Engineer & Surveyor. It seems to me that it is time to put a stop to this cheap advertising of imaginary honors to which there is no title, and is never likely to be.

Will you kindly give the same publicity to these facts as was given the original item.

R. W. Macintyre, Assistant Chief Engineer, Department of Public Works, N.W.T.

Regina, July 19th, 1904.

This year up to June 30th the Yukon has produced \$3,866,317.85 worth of gold, an increase over the same period last year of \$147,352.75.

A fifty-ton Elmore oil concentrator is being built by the Massey Station Mining Company. The Massey is a copper mine with ore one to seven per cent. About \$500,000 worth is said to be on the dump.

Johnson and Fry, gold miners and prospectors, have discovered a rich deposit of scheelite in the Willow Creek region of Cariboo. Hitherto the only place in the world that scheelite has been found is Northern Australia. Johnson and Fry say they have an immense deposit, which they will work at once. Scheelite is the mineral from which tungstic acid is manufactured.

W. E. H. Carter, secretary of the Provincial Bureau of Mines, has returned from a tour of inspection of the mines of New Ontario in the neighborhood of Sault Ste. Marie and Sudbury. At Sudbury the Canadian Copper Company have just completed a new smelter with a capacity of 1,000 tons per day, and it will be put in operation at once. The company's main mine is now yielding ore at the rate of 900 tons per day.