

A. M. Wickens, chief engineer of the Canadian Casualty and Boiler Inspection Co., spent a few weeks in Manitoba in the interests of his company, returning to Toronto on the 10th ult.

G. T. Jennings has been appointed to a section of the French River Canal survey, which commences operations immediately. Mr. Jennings is the son of W. T. Jennings, C.E., of Toronto.

Frank Forsythe, of Hamilton, late of Berkeley Springs, W. Va., has been appointed factory superintendent for the Peterboro Shovel and Tool Co., recently incorporated. About 100 hands will be employed.

T. Christie, late of the Garlock Packing Co., of Hamilton, Ont., has recently been appointed Canadian representative for the Quaker City Rubber Co., of Philadelphia, Pa., with headquarters in the Carlaw Building, Toronto, Ont.

Engineer W. Blennarhassett, one of the senior engineers on the Fort William division, has received the appointment of travelling engineer on the C.P.R., in charge of all the locomotives on the division. This position was formerly held by the late R. J. Armstrong.

Sheldon T. Bent, who was secretary and treasurer of the Continental Light, Heat and Power Company, and Shawinigan Carbide Company, and who embezzled the sum of three thousand dollars from his employers, was sentenced on November 14th to nineteen months' imprisonment.

Alexander H. Notman, district passenger agent for the C.P.R., at Toronto, died in New Mexico on November 13th. He had a most successful railway career of twenty years, and was one of the most popular railway men in Canada. His place will be taken by C. B. Foster, of St. John, N.B.

J. D. Jones, general yard master for the G.T.R., at Montreal, has been appointed superintendent of St. Clair Tunnel and terminals, in the place of the late A. S. Begg, who met his death in the tunnel accident of two months ago. The position of acting superintendent of St. Clair Tunnel and terminals has been abolished.

J. H. Jewell recently entertained one hundred and fifty guests at dinner on the occasion of the opening of Jewellville post-office, named in his honor. The new village is in Renfrew County, Ont., near Palmer Rapids, and is the scene of the operations of the Corundum Refiners, Limited, of which Mr. Jewell is president.

At the annual banquet of the Canadian Association of Cincinnati last month, an address was delivered by H. G. Tyrrell, engineer, author and journalist, formerly of Toronto and Boston, now chief engineer of the Brackett Bridge Co., of Cincinnati. The subject of Mr. Tyrrell's address was Canada and her Educational System.

The Rumford Medal, presented every two years by the Royal Society to the scientist making the most useful discovery in the realms of heat and light, has this year been awarded to Ernest Rutherford, professor of physics at McGill University, in recognition of his researches in radio-activity. The fund which provides the medals was founded by Count Rumford, in 1796, and among the recipients have been Sir Humphrey Davy, Michael Faraday, James Clerk Maxwell, John Tyndall, and other physicists of world-wide reputation. Professor Rutherford is a native of New Zealand, where he took his M.A. and B.Sc. degrees. In 1894 he went to Cambridge as an 1851 Exhibition scholar, and from there came to McGill University. He was made a Fellow of the Royal Society in 1903. He has published over forty papers on radium, and is considered an authority on the subject, second only to M. and Mme. Curie, the discoverers of the element.

J. M. Bell, M.A., Ph.D., F.R.G.S., who for the past two years has been teaching in the mining and geological departments of Harvard University, has just been appointed geologist to the Government of New Zealand. Dr. Bell has had extensive experience in Canada as a field geologist, having led an expedition for the Canadian Geological Survey to the Mackenzie River and Great Bear Lake, for which work he received the fellowship of the Royal Geographical Society. For two years he was employed by the Algoma Commercial Company of Sault Ste. Marie, and during the past two summers has been engaged by the Ontario Bureau of Mines in the preparation of a monograph upon the Michipicoten iron range. Dr. Bell was born in St.

Andrew's, Quebec, in 1877, and educated at Queen's University, and in England, receiving his degree of Doctor of Philosophy from Harvard University. He is a son of Andrew Bell, C.E., of Almonte, and a nephew of Dr. Robert Bell, director of the Canadian Geological Survey.



CALAMITY COLUMN.

Steamer Argo, of Lumsden's Line, was burned at Kippewa, Que. Loss, \$15,000.

A special C.P.R. freight was ditched at Melbourne, Man. Eight cars badly smashed. Cause: broken coupling.

Ernest Mann's planing mill, Peterboro, was destroyed by fire. Loss, \$10,000; insurance, \$4,500. Will resume business.

An emery wheel burst at McClary's new foundry, London, by which George Braund, an employee, was probably fatally injured.

Wm. M. Drader's stave and heading factory, Chatham, was destroyed by fire. Loss, \$20,000. One hundred employees are out of work.

T. E. O'Brien's flour and grist mills, at McIntosh Mills, near Brockville, were destroyed by fire last month. Loss, \$20,000; insurance, \$6,000. Cause unknown.

A collision occurred between a passenger train and an engine on the Grand Trunk at 2 a.m., November 15th, near Merritton. Engines badly damaged, also two cars. Ten persons injured.

The schooner Annie Falconer, owned and sailed by Capt. M. Ackerman, of Picton, Ont., went down in a gale last month, while on her way from Sodus Point, N.Y., with soft coal for Picton. James Sullivan, mate, died of exposure.

The schooner William Crosthwaite was burned to the water's edge while lying at anchor near Whitefish Point, Lake Superior. The crew barely escaped and the vessel is a total loss. Supposed cause: overheated stove in the galley.

A fire in Brockville destroyed a storehouse of the Central Canada Coal Co., also the wringer works and part of the tool works of the James Smart Mfg. Co. Seventy-five employees thrown out of work. Loss about \$30,000, mostly covered by insurance. Company will rebuild.

Peter Wood, a builder's laborer, while wheeling a barrow across a beam in the new power-house at Toronto, fell to the basement and was killed. The coroner's jury will enquire whether the builders were guilty of a breach of the by-law for the protection of workmen on buildings.

An eastbound freight train broke in two in the Sarnia Tunnel on November 22nd, and but for the caution of the crew and favorable weather conditions, the disaster of October 9th might have been repeated. A cattle-drover, riding in the van, was overcome, and was revived with some difficulty.

Garnet, the engineer of the electric station, at West Prince Albert, N.W.T., was electrocuted on November 12th. After turning on the lights, he went behind the switchboard for some purpose unknown, and was found holding the connections. Efforts made to restore life were futile, and it is thought that death was instantaneous.

The C.P.R. car ferry Armstrong, plying between Prescott and Ogdensburg, sank on November 10th. She had on board two railway cars loaded with iron ore and 100 tons of steel rails. The lashings broke, so the cars ran out through the stern gangway, pulling the stern down till the water got into the hatches and filled the boat. The crew escaped in a life boat.

The Toronto Railway Co. has had an unusually large number of accidents recently, the most serious of which occurred on November 17th, when a car was run into by a Grand Trunk train at the Queen St. East crossing. Three lives were lost, and many persons were injured. The inquest is not yet finished, but the failure of the street-car brakes is thought to be responsible for the accident. J. E. Duval, inspector of accidents, has examined the crossing and says the Scotch dogs should be at least seventy-five feet from the steam railway tracks, instead of thirty feet, as at present.