

American Society of Mechanical Engineers.—The New York monthly meeting for February, on Tuesday evening, February 8, at 8.15, in the Engineering Societies Building, will be devoted to the dedication of a bronze memorial tablet to Dr. Robert H. Thurston, the first president of the American Society of Mechanical Engineers. All associates and former students of Dr. Thurston are earnestly invited to attend these exercises to show their esteem for him as a friend and in recognition of his brilliant career as an engineer and educator.

Canadian Railway Club, Montreal.—The eighth annual dinner of the Canadian Railway Club was held at the Windsor Hotel, Montreal, on Friday, January 29th, when about 175 members and guests were present. Mr. H. H. Vaughan, assistant to the president of the C.P.R., and president of the club, occupied the chair, and had with him at the guest table the following gentlemen:—Messrs. H. O. Keay, J. S. Russell, T. McHattie, Professor A. Stansfield, Professor R. J. Darley, E. Lichtenhein, W. D. Robb, Dean Adams, Cy Warman, William McNab, A. A. Maver, S. King, A. A. Goodchild, A. D. Wheatley, Fred Gardner. The toast list contained four toasts—the King, Railways, Guests, and Railway Supply Men. There was all through the programme a generous interspersing of songs, comic recitations and violin selections. The speeches were in no case too long, being for the most part short and crisp, and to the point. The Railways were proposed by Mr. Cy. Warman, who reviewed briefly the work of railways in Canada. The railways, he said, had been a mighty factor in the development of countries. Wherever the railway went it carried with it progress and prosperity. The present agricultural expansion would have been impossible without it. It had been an educational force of incalculable value. It made for peace. He asked them to drink prosperity to that much maligned institution to which they owed so much—the railway.

Mr. H. H. Vaughan, in his address, spoke of the prosperous condition of the Railway Club. At the present moment the club had over 600 members.

Mr. Vaughan also spoke of the formation last year of the Railway Club at Winnipeg and wished it every success. This development of railway clubs testified to the spirit of solidarity in the railways. The Canadian Railway Club had endeavored to appeal to men in the operating and engineering departments. It was in the mechanical department that the progress of recent years had been striking. The size of locomotives had advanced by leaps and bounds. To-day the locomotive of 400,000 pounds was no novelty. Steel passenger cars were superseding others. He looked forward to equal progress in the future.

Mr. W. D. Robb, superintendent of motive power, G.T.R., proposed "Our Guests," which was replied to by Dean Adams, of McGill University. Dean Adams in the course of his reply, paid especial attention to the value of technical education, and showed how the man with a trained mind along the proper lines, would have an immense advantage over his less fortunate brother, who, so to speak, rose from the ranks. In support of this, Dr. Adams pointed to the numerous graduates of McGill University, who were holding high and responsible positions throughout the world. He expressed his desire and willingness to receive advice from the club, with regard to the conduct of their railway department, and hoped that they might work more closely together, to the mutual advantage of all.

"The Railway Supply Men" was proposed by Mr. T. McHattie, and responded to by Mr. Fred. Gardner and Mr. F. Ditchfield.

NEW INCORPORATIONS.

Five mining companies, with \$5,000,000, and 13 industrial with \$856,000 capital, have been incorporated by the Ontario Government according to this week's Ontario Gazette.

The mining concerns are: Porcupine Gold Reef Mining Co., Limited, head office, Toronto, capital \$1,000,000; the Nipigon Hematite Ore Company, Limited, Nipigon, \$1,000,000; the Ross-Ballard Mines, Limited, Renfrew, \$1,000,000; Porcupine Goldfields, Limited, Toronto, \$500,000, the Brantford Mining Co., Limited, Brantford, \$500,000.

Some of the industrials are: The Renfrew Machinery Co., Ltd., Renfrew, \$250,000; the Canadian Dustproof Window Shade Co., Ltd., London, \$1,000,000; the Munn Lumber

Co., Ltd., Orillia, \$100,000; C. A. Dunham Co., Limited, Toronto, \$100,000; the Esdale Press, Limited, Ottawa, \$60,000; Mines and Stocks, Limited, Toronto, \$40,000; Fort William Ice and Fuel Co., Limited, Fort William, \$40,000; the Colonial Furniture Co., Limited, Berlin, \$40,000; the Cobalt Mining Stock Exchange, Limited, Bracebridge, \$40,000; the Molesworth Independent Telephone Co., Limited, Molesworth, \$5,000.

The name of the Elmira Agricultural Works Co., Limited, is changed to the Elmira Machinery and Transmission Co., Limited, and the name of the Ontario Soap and Oil Co., Limited, to Sovereign Varnishes and Oils, Limited. The stock of the Trenton Cooperage Mills, Limited, is increased from \$40,000 to \$200,000. The Cobalt Light, Power and Water Co., Limited, is granted permission to issue bonds to the extent of \$75,000.

Last week's new incorporations in Ontario include:—The Giroux Lake Mines, Limited, one million dollars, head office, Parry Sound.

Massada Silver Mines, Limited, Ottawa, \$500,000. The Rib Lake Mining Company, Toronto, \$40,000. Canadian Gray Motors, Limited, Walkerville, to manufacture and deal in automobiles, with a share capital of \$100,000.

The Canadian Carriers, Limited, Hamilton, to manufacture carriers. Capital, \$50,000.

International Dredge and Dock Company, Toronto, \$50,000. Provisional directors, William A. Lydon, Walter Cahill, Harry C. Wild.

The Montreal River Transportation Company, Toronto, \$40,000.

Jordan Co. operative company, Jordan, \$10,000, to manufacture and sell machinery and to carry out a cold storage business.

The Great Lakes Dredging Company, of Toronto, takes its head office to Port Arthur, and is authorized to "distribute its property in specie among its shareholders."

The Grand Trunk Pacific Dock Company, with a capital stock of \$150,000, has been organized on the west coast. The officers are:—President, Chas. M. Hays, of the G.T.R., Montreal; vice-president, Capt. J. S. Gibson, of the McCabe and Hamilton Stevedoring Company; secretary-treasurer, Henry Philips, Montreal; assistant secretary, Somers Hayes Smith. One of the first undertakings of the new company will be the construction of the new docks at Seattle, Victoria and additional docks at Prince Rupert.

The St. James Construction Company, contractors and builders, Montreal, capital, \$125,000, is incorporated in the name of C. A. Duclos, K.C., W. L. Bond, J. J. Meagher, and J. E. Conlen, advocates.

COMING MEETINGS.

American Society of Engineering Contractors.—Feb. 24-26, 1910. Annual convention at Chicago, Ill. Secretary, Daniel J. Hauer, Park Row Building, New York, N.Y.

National Brick Manufacturers Association.—February 7-12. Annual convention, Pittsburg, Pa. T. A. Randall, secretary, Indianapolis.

National Association of Cement Users.—February 21-25. Annual meeting, Chicago, Ill. George C. Wright, secretary. Address communications to Edw. E. Krause, Asst. to President, Harrison Building, Philadelphia, Pa.

Mr. H. B. Lake, C. P. R. chemist, recommends as a solution of the dust problem, the use of salt magnesium chloride. He intimates that there are other substances than oil, which cost far less, which are equally effective and which are in constant use in the large cities of Europe. A solution of salt magnesium chloride to a strength of thirty per cent. is used in ordinary water. This solution is colorless, non-poisonous and will not stain or grease ladies' clothes, as oil will. Moreover, the solution is well adapted to this climate, as it can be supplied in hot or cold weather, remaining fluid at fifty-three below zero. The water evaporates, leaving a dark colored film of salt on the surface of the road, and it does not render the surface slippery, even when applied to asphalt. The cost of making the experiment in this city would be insignificant. All that would be necessary would be a sufficient quantity of this salt to make a few water carts full of the solution.