

Capt. Lesslie, assistant instructor of engineering in the Royal Military College, Kingston, has gone to India to rejoin his regiment. He is a graduate of the Royal Military College, Kingston, Ont.

Matthew Neilson, C.E., manager of the electric railway system of St. John, N.B., visited his Almonte, Ont., relatives when taking part in the Dominion Rifle Association matches, where he showed himself an able marksman.

Fred. T. Greene, Butte, Montana, has been appointed mining engineer of the War Eagle Gold Mining and Development Co., Rossland, B.C. Mr. Greene is a Canadian, being the son of W. A. Greene, of the W.G. & R. Co., Berlin, Ont.

Thomas R. Secord died at his residence, Port Colborne, Ont., Sept. 6th. Mr. Secord was inspector on the Welland Railway during its construction, but in April, 1861, he was appointed deputy superintendent of the Welland canal, which position he held until about two years ago.

E. Andrews, M.E., a graduate of the School of Practical Science, Toronto, who has been on the assay staff of the War Eagle Mining Co. at Rossland, B.C., for the past year, has gone to McGill University for post-graduate work in mineralogy. The facilities offered for study there under Profs. Harrington and Adams being unequalled elsewhere in Canada.

Canada can claim a share in the praise that is being given the steamship "Oceanic," as its designer, the Right Hon. W. J. Pirrie, is a native of Canada, having been born in the city of Quebec in 1847. After completing his education at the Royal Belfast Academical Institution, he devoted himself to engineering and shipbuilding. He is now chairman and principal of Harland & Wolfe, Ltd., and has designed and built some of the largest and fastest steamers afloat, including the "Majestic," "Teutonic," "Canada," "Cymric" and "Pennsylvania."

John W. Bell, B.A.Sc., lecturer on mining and metallurgy in the Faculty of Applied Science, McGill University, has resigned, and accepted a position with a large mining concern in British Columbia. His resignation is a loss to McGill, from which university he graduated in 1897, and with which he has since been connected in the capacity of demonstrator and lecturer.

Jas. Poole, chief accountant of the Gould Bicycle Co., Brantford, Ont., has received a similar position with the Canada Cycle and Motor Co., and a short time after the appointment received by express a very handsome and costly silver service, without any intimation as to who the donors were, although it is presumed it came from the employees of the Gould Bicycle Company.

The Fairbanks Co., Montreal, has made a contract with the Foster Engineering Co., Newark, N.J., for control for the Canadian market of their product, consisting of pressure regulating or reducing valves and pump governors. Howard C. Foster, a son of the manufacturer of these goods, has taken a position as salesman with the Fairbanks Co., and will give his time to these goods in connection with the Fairbanks steam specialties, which are already so widely known.

Surg.-Lieut. Bertram, whose fine work at the Bisley ranges was commented upon in the last issue of The Canadian Engineer, was given a royal reception on his return to the town of Dundas, Ont., Sept. 6th. There was a torch-light procession with several bands, and an open air meeting, at which addresses were read on behalf of the town council and of the officers of the 77th Battalion, who also presented a silver tea service, as did also the Victoria Rifle Club, Hamilton. The citizens of Dundas, Ont., presented a purse containing \$400.

W. A. Carlyle, superintendent of the Le Roi mine, is said to have accepted the managership of the Rio Pinto mines in Spain, with a salary of \$25,000 yearly, which is very much greater than his former salary in Rossland, B.C. Mr. Carlyle is a Canadian, being a native of Oxford county, and a nephew of the great Thos. Carlyle. At the time of his birth his father, Wm. Carlyle, now public school inspector for Oxford county, was principal of the Central school, Galt, Ont. Mr. Carlyle, who is a distinguished graduate of McGill University, was formerly inspector of mines for the Government of British Columbia.

## Railway Matters.

The G.T.R. is building a new double track bridge over the Magog at Sherbrooke, Que.

There is a strong agitation in the northern part of Quebec to secure the extension of the Lake St. John Railway to James' Bay.

A charter is to be applied for for a new line of railway between Ottawa and Brockville as an independent direct connection with Brockville and with the Grand Trunk system.

R. A. Hazlewood, C.E., has surveyed the connection between the C.A. and O.A. & P.S. Railway, and the C.P.R. at Parry Sound. The distance is almost five miles, and the link will form part of the James' Bay Railway.

A bylaw to provide for the granting of a \$20,000 bonus to the Lake Erie, Tilsonburg and Port Burwell Railroad for an extension for the road from Tilsonburg to Ingersoll, was carried by a large majority in Ingersoll, Ont., Sept. 20th.

After many months of surveying and the expenditure of much money, the C.P.R. engineers have at last discovered a feasible route for a railway over the divide between the Kettle and Okanagan River valleys to the south of Camp McKinney.

The Midland Railway contractors in Nova Scotia are pushing their work, says The Truro News. The rails are now laid up to the Shubenacadie river, and ballasting is going on day and night. An electric light plant has been installed in the ballast pit at Stanley, so that night work can be pushed with redoubled vigor.

The Jenckes Machine Co., of Sherbrooke, Que., have built one of the George E. Smith power rail bending machines for Ross, Barry & McCrea, contractors, for use on the construction of the Great Northern Railway. The machine will be driven by a 10-h.p. Dake engine, the steam being taken direct from the locomotive.

The Algoma Central Railway has 500 men employed in the construction of a twelve-mile section of the line from Michipicoten Harbor to the iron mines owned by the company. The exceptional activity of the company, despite the scarcity of labor, is explained by the fact that a contract has been entered into with the Midland smelter for the supply of iron ore this fall. The rails will, it is said, be laid by November 1.

The Canadian Pacific Railway Company has received advices to the effect that the work of construction on the Columbia and Western Railway is now almost completed, and it is expected that trains will be running into Midway before winter. This road, which has been constructed by the Canadian Pacific Railway Company, opens up the famous Boundary Creek mining country. It runs from Robson, on the Columbia River, to Midway, on the Kettle River, a distance of 100 miles. T. G. Shaughnessy, president of the Canadian Pacific Railway, said recently: "The grading of the road into Midway has been completed, and there remains only some twenty-five miles of iron to be laid before we shall have our trains running into the town of Midway. The work on the big tunnel, 30 miles west of Robson, where we have pierced for 3,000 feet the side of a mountain, is not quite completed, but the completion of the work there will not prevent the running of trains from Robson to Midway this autumn. In addition to the main line, we have constructed some thirty miles of sidings along the line into mining camps, where the development has been sufficient to warrant us in going to that expense. This road is, by all means, the most expensive the Canadian Pacific has ever constructed. The country throughout the entire distance is exceedingly difficult, and the engineering difficulties very great. The entire line has cost the company in the neighborhood of \$40,000 a mile, or a total expenditure of nearly \$4,000,000 for 100 miles of line. The company received no subsidy. The Boundary Creek country promises to be one of the richest mining countries in British Columbia, and though the road has cost the Canadian Pacific a very large amount of money, there is no doubt that the business over the road, as soon as the mining properties along the line are opened up and developed, will be very large."