

A FIRE DESTROYED THE WINDSOR HOTEL, at Cornwall, Ont., early in the morning of March 24. Of the 32 guests, three died in the flames, two were seriously injured and those who escaped were unable to save even their clothing. The fire started on the first floor and was discovered at about 1 a. m. The hotel, a three-story brick building, was well supplied with fire escapes, but there is said to have been no nightwatchman and the fire was discovered and the alarm spread by the guests themselves. The fire gained such headway before the inmates were aroused that most of them were unable to reach the escapes, but saved themselves by jumping from the windows. The fire brigade reached the scene only after the fire had spread throughout the building and nothing could be saved.

A MINE-CAGE CABLE BROKE at a mine near Zwickau, Germany, March 27, and the cage fell about 100 ft. to the bottom of the shaft. The cage was packed with miners who were being lowered into the mine to begin the day's work. It is reported that 24 persons were killed and about 20 others injured.

THE FALL OF A WALL at the butterine plant of Swift & Co., in Chicago, Ill., March 25, killed seven men and injured a dozen others. The wall was of brick and was about 35 ft. high. It had been left standing after the fire which destroyed the plant a month ago. The victims were at work on foundations for a new building only a few feet from the weakened wall.

A POWDER MILL EXPLOSION at Parlin, near South Amboy, N. J., March 24, killed one and injured another official of the International Smokeless Powder Co. Reports state that the company was testing a new method of extracting acid from gun cotton at the time of the accident.

A TORNADO IN TEXAS swept over the northeastern part of Wise County, March 23. The small towns of Sidell, Oliver, Bolman, Crawford and Brumlow suffered almost complete demolition. Twelve persons were killed and about twice that number were injured.

THE SLOOP "KEARSARGE," a boat of about 25 tons burden, went down March 13 off the coast of Nicaragua, between Monkey Point and Greytown. Twenty-one persons were drowned, while the captain and seven others reached shore in a small boat.

AN EXPLOSION OF DYNAMITE at Indian Creek, near Chillicothe, Ohio, March 30, killed eight workmen and injured 20 others. Reports state that 400 lbs. of dynamite had been placed around a campfire to thaw. The men employed on the new tracks of the Norfolk & Western were sitting around the fire when the explosion took place.

GAS FROM A BLAST FURNACE was forced into the engine and boiler room of the Illinois Steel Co.'s plant at Joliet, Ill., March 27, by a "slip" in the No. 1 furnace. An explosion followed which is said to have unroofed the engine room and entirely demolished the equipment. Four persons are reported killed and six others were badly injured.

A HEAD-ON COLLISION on the Pittsburg & Butler Street Ry., near Bryant Station, Pa., March 27, resulted in the death of four persons and the injury of about 15 others. The accident occurred near a curve which prevented the motormen seeing each other's cars in time to prevent the collision. One car had just been delayed an hour at Mars, Pa., by a wreck on the Baltimore & Ohio R. R., near the grade crossing, and it is claimed that the subsequent collision was due to a mistake in orders resulting from this confusion of the regular schedule.

THE BLACKWELL'S ISLAND OR QUEENSBORO Bridge across the East River from 60th St., Borough of Manhattan, to Ravenswood, Borough of Queens, N. Y. City, was opened on March 30. Only the driveway and the footwalks were put into use, however, there being no trolley-car connections. The four elevated-railway tracks on the upper deck have been found to exceed the safe carrying capacity of the trusses, in an investigation made last summer, as fully reported in our issues of Nov. 12 and 19, 1908. Since then the city authorities have decided to retain two of these tracks, however, by removing equivalent dead weight. But there is now no elevated-railway near the bridge, and no prospects of one being built to cross the bridge, at least for years to come.

A FREIGHT TRAIN STRUCK A SAND SLIDE on the Union Pacific R. R. March 24, between Granger and Green River, Wyo. The locomotive and five cars were wrecked and two trainmen were killed.

A similar accident occurred March 25 on the Virginian Ry. at Rock Tunnel, south of Huntington, W. Va. A tramp was killed and three trainmen fatally injured.

WEST STANLEY COAL MINE explosion at Durham, England, which was noted in these columns Feb. 18, has been definitely ascertained to have killed 168 miners. The bodies of 166 of these have been recovered from the workings.

A REMARKABLY FAST LONG-DISTANCE RUN was made by a special train on the New York Central Lines between New York and Chicago on March 28. The train was engaged by a New Yorker whose mother was dying in Chicago. It left Scarborough, N. Y., about 30 miles from New York City, at 12.25 a. m. and reached Chicago at 3.07 p. m. (Central time). The distance from Scarborough to Chicago via the New York Central & Hudson River and the Lake Shore & Michigan Southern is 950 miles, and as it was covered in 942 mins. its average speed was 60.5 mi. per hr. There were stops at Albany, Syracuse, and Buffalo, N. Y.; Cleveland and Toledo, Ohio, and Elkhart, Ind., totaling 24 mins. The time excluding stops was therefore 918 mins. for 950 miles, a speed of 62.1 mi. per hr. The fastest section of the run showed considerably higher average speeds, of course. The entire run was made without the help of the best express engines, these being all in service.

It is said that a much faster run over the same route was made some time ago, privately by the railway company, to study the possibility of faster service between New York and Chicago. The distance of 975 miles is said to have been made in 14 hrs., or 840 mins., a mean speed of 69.6 mi. per hr.

THE FREIGHT-CAR SURPLUS on March 17, 1907, was 291,418, showing a slight decrease (8,507) in the two weeks preceding. The decrease is due mainly to coal cars, while idle box-cars increased by 5,000. The chief improvement occurred in the New York-Pennsylvania group, where the number of idle cars decreased by 17,000.

A COLLISION ON A CURVE IN A CUT on the Canadian Pacific Ry., March 27, near Brandon, Man., resulted in the death of three railway employees. Both locomotives of the colliding trains, an eastbound freight and a westbound passenger, were practically demolished, together with an express car and five freight cars loaded with wheat. The accident is ascribed to the failure of the passenger train to obey orders to take the south track from Brandon to Kenney.

A "LAST SPIKE" of the Chicago, Milwaukee & Puget Sound Ry. was driven at Missoula, Mont., on March 29. This is the Pacific extension of the Chicago, Milwaukee & St. Paul Ry., and extends from Everts, S. Dak., to Seattle, Wash., crossing the main range of the Rockies on the Montana-Idaho line at St. Paul Pass, a short distance northwest of Missoula, Mont.

IRRIGATION WORKS ON THE FLATHEAD INDIAN Reservation were provided for in the Congressional Indian Appropriation Bill passed March 3, 1909. A total appropriation of \$250,000 was made, of which \$100,000 is immediately available. The Secretary of the Interior has directed that works be constructed at once to irrigate three tracts, known as the Jocko unit of 4,000 acres, the Mission unit of 6,000 acres, and the Polson unit of 3,000 acres. These areas, it is expected, will be extended later. Opportunity will be given to Indians to take up this work and to make use of their teams. The reservation is located between the Northern Pacific and Great Northern railroads, in western Montana.

### Personals.

Mr. Henry F. Hill, M. Am. Soc. C. E., has been elected City Engineer of Augusta, Me.

Mr. H. Foster Bain, M. Am. Inst. M. E., has resigned as Director of the State Geological Survey of Illinois to become Associate Editor of the "Mining and Scientific Press."

Mr. George Boyce, Signal Engineer of the Chicago, St. Paul, Minneapolis & Omaha Ry., has become Superintendent of Telegraphs and Signals, succeeding Mr. H. C. Hope, deceased.

Mr. C. M. Jump has been appointed General Canal Superintendent of the North Platte Project, Wyoming. Mr. Jump has served for the past six years as a district water commissioner under the State Engineer of Colorado.

Mr. H. E. Beasley, formerly Superintendent of the Pacific division of the Canadian Pacific Ry., has been appointed Superintendent of Construction and Operation for the Esquimalt & Nanaimo branch on Vancouver Island.

Mr. J. Frederick Jackson, formerly Assistant City Engineer of New Haven, Conn., has associated himself with A. William Sperry (incorporated) of that city, and

will look after the general engineering and surveying work of the firm.

Mr. A. H. Van Cleve, M. Am. Soc. C. E., Consulting Engineer of the Niagara Falls Power Co. and its allied companies, with which he has been connected for the past 17 years, has become General Manager of the Cobalt Hydraulic Power Co., Ltd., of Cobalt, Ont.

Mr. William Barclay Parsons, M. Am. Soc. C. E., who was elected several weeks ago a director of the Underground Electric Rys. Co. of London, Ltd., sailed March 23 for England, where he will study the transportation problems of London in the interests of that company.

Mr. George S. Greene, Jr., M. Am. Soc. C. E., of New York City, and Mr. Henry S. Adams, M. Am. Soc. C. E., of Boston, Mass., have been appointed Consulting Engineers of the City of Newark, N. J., to pass upon the Advisory Commission's report on docks and meadow reclamation.

Mr. L. P. Breckenridge, M. Am. Soc. M. E., Professor of Mechanical Engineering, University of Illinois, will succeed Mr. Charles B. Richards, M. Am. Soc. M. E., as Professor of Mechanical Engineering at the Sheffield Scientific School, Yale University. Prof. Breckenridge will assume the duties of his new position in September, 1909.

Mr. L. C. L. Smith, M. Am. Soc. C. E., Assistant Engineer, Department of Water Supply, Gas and Electricity of New York City, has been placed in sole charge of all engineering matters, including pumping station improvements, in Queens Borough. Mr. I. M. De Varona, M. Am. Soc. C. E., Chief Engineer of the department, is relieved from further supervision in Queens Borough.

Mr. Robert Thurston Kent has resigned as Engineering Editor of the "Iron Trade Review," Cleveland, Ohio, to become Managing Editor of "Industrial Engineering," Pittsburg, Pa., a new paper devoted to mechanical engineering subjects. Mr. Kent has been with the Iron Trade Review since 1905, and prior to that time was Associate Editor of the "Electrical Review," New York City.

Messrs. Walter P. Hirschberg, Lester D. Williams and Frank E. Washburn have opened an office as designing and constructing civil engineers in the Stephenson Bldg., Milwaukee, Wis., with the firm name of the Hirschberg-Williams-Washburn Co. Mr. Hirschberg was formerly with the U. S. Steel Corporation, Gary, Ind.; Mr. Williams was with the Northwestern Tile Co., Milwaukee, Wis.; Mr. Washburn with Ralph Modjeski, consulting engineer, Chicago, Ill.

Mr. Augustus Mordecai, M. Am. Soc. C. E., has opened an office as Consulting and Constructing Engineer at 1328 Citizens' Bldg., Cleveland, Ohio. He has recently been engaged with Mr. John F. Stevens, Vice-President of the New York, New Haven & Hartford R. R., in the work of making a valuation of the physical property of that railway. Previously to that work, which was concluded in 1908, he had been for several years Engineer of Maintenance-of-Way on the Erie R. R.

Promotions of officers of the Pennsylvania R. R., resulting from the retirement of Mr. John P. Green, First Vice-President, are announced as follows:

Mr. Chas. E. Pugh, previously Second Vice-President, becomes First Vice-President, in charge of pension, insurance, real estate and purchasing departments.

Mr. Samuel Rea, previously Third Vice-President, becomes Second Vice-President, in charge of the engineering and accounting departments.

Mr. W. W. Atterbury, M. Am. Soc. M. E., previously General Manager, becomes Fifth Vice-President, in charge of the Transportation department. Mr. Atterbury is a graduate of Yale University. He entered the service of the Pennsylvania R. R. in 1886 as an apprentice in the Altoona shops and was steadily promoted, becoming General Manager in 1903.

Mr. W. Heyward Myers, previously General Superintendent of the Northern Central Ry. and the Erie division, is appointed General Manager. Mr. Myers was educated at the School of Mines of Freiberg, Germany, and entered the service of the Pennsylvania R. R. in 1876 as a rodman. He served subsequently on various divisions as an assistant supervisor, supervisor, assistant engineer and superintendent. He was appointed General Superintendent, Philadelphia & Erie R. R. division and Northern Central Ry., in 1900.

Mr. H. M. Carson, previously Assistant to the General Manager, is appointed to succeed Mr. Myers as General Superintendent. Mr. Carson was a graduate of Lehigh University, class of 1889. He entered the employ of the Pennsylvania R. R. Co. in 1889 as a special apprentice at the Altoona shops and was steadily promoted, becoming Superintendent of Motive Power of the Buffalo and Allegheny Valley division in 1901 and Assistant to the General Manager in 1906.

Mr. J. G. Rodgers, previously Superintendent of the New York, Philadelphia & Norfolk R. R., is appointed Assistant to the General Manager. Mr. Rodgers was educated at Lehigh University and entered the employ of the Pennsylvania R. R. in 1882. He became Superintendent of the New York, Philadelphia & Norfolk in 1900.