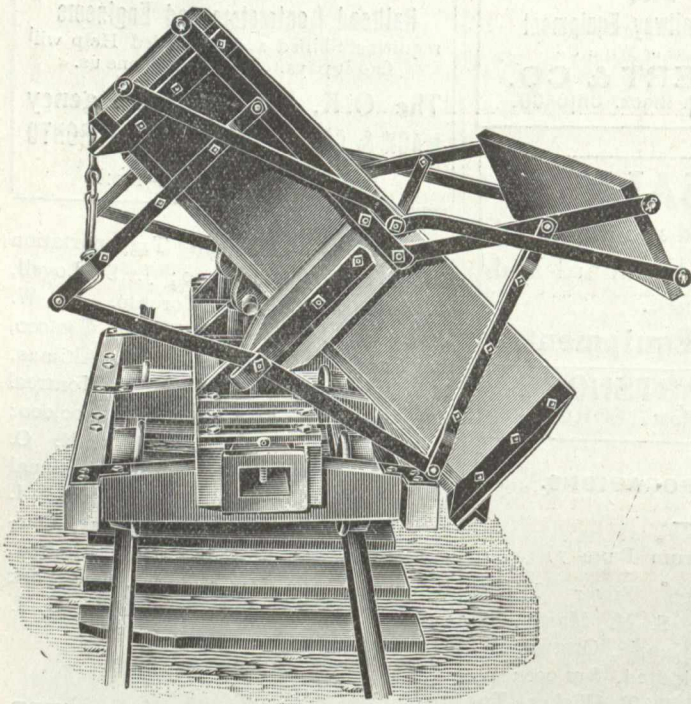


AMONG THE MANUFACTURERS

A department for the benefit of all readers to contain news from the manufacturer and inventor to the profession.

The Toronto Pressed Steel Company, Limited, have sent in catalogues containing information about their dray and wheel scrapers, railway dump cars, wheelbarrows, dump carts, dump wagons, contractors' ploughs, cement mixers, and wagons and trucks. These catalogues are neatly printed and well illustrated, one of the cuts shows a double dump car in operation. This car dumps on both sides of the track. The side boards are pivoted to the side arms and braces, and these irons are also pivoted where attached to car bed. By this method of construction the side boards are moved outward and upward away from the load as soon as the bed is tipped, so that no part of the load strikes or bears against the side boards. There is, consequently, no danger of the car being thrown off the track in dumping.



Beds are made of the best white oak plank, bolted at the ends to angle iron sills, and in the centre to white oak beams of great strength. The bed is loosely attached to the truck by flat pins pivoted in hinge castings, which enter socket castings on the trucks, but are not fastened there. The bed is held in position by a chain on each side, connecting with the truck. This chain is provided with spike and ring fastening, which is easily released. The whole box of the car is, therefore, connected to the truck loosely by the pins and side chains, and, in the event of derailment, the box automatically separates from the truck, causing less damage to the car, and making it easier to replace on the track.

The simple chain fastening can be released by the foot and the car dumped while in motion.

INTERESTING GAUGE TESTS WITH "ALLEN" RIVETERS.

Some interesting gauge tests with Allen riveters have recently been made at the works of the manufacturer, John F. Allen, 370-372 Gerard Avenue, New York City.

The result of these tests in tonnages as given below cannot but be of decided benefit to users of riveting machines. Heretofore the general claims made for the Allen tools have been based on calculations which, to a certain extent, could not be entirely reliable. Shown on a gauge, the result is indisputable.

Air pressure.
Pounds.

Tonnage.

Spring in
frame.
Inches.

60	53	3/4
65	59	3/4
70	60	5/16
75	62	5/16
80	66	5/16
90	72	5/16
100	80	3/8

"As far as we have been able to determine," states the manufacturer, "such tests have never been equalled. Some makers have approached them by means of larger diameter cylinder, but this we have endeavored to avoid, the reduced friction in the mechanism of our design enabling us to get better results."

It is noted that the Cambria Steel Company recently put in two large Allen riveters on the strength of the above tests, and which are receiving the consideration of several other prominent concerns who have become interested in the showing made by the Allen machines.

TRADE INQUIRIES.

A manufacturers' agent at Vancouver, B.C., wishes to secure agencies of United Kingdom firms.

Inquiry has been received from a firm at Toronto for the names of United Kingdom chemical manufacturers requiring representation in Canada.

From the City Trade Branch, 73 Basinghall Street, London, E.C.:—

A South of England firm which is conducting a general import and export business asks to be placed in touch with Canadian importers of British goods of all kinds. They are also prepared to act as agents for Canadian manufacturers and shippers seeking representatives.

A London firm wish to appoint an agent in Montreal for the sale of their teas.

A West of England manufacturer of carriages, and also of carts for agricultural and business purposes, would like to obtain a share of Canadian trade.

An Italian firm who are buyers of dry and wet codfish, in bulk or in casks, desire the addresses of Canadian curers and shippers.

A Winnipeg firm, the members of which claim an established connection among buyers of grocery, confectionery and hardware lines in Western Canada, are commencing business as manufacturers' agents, and wish to represent a few United Kingdom manufacturers desiring to develop trade in their market.

A firm in Halifax, N.S., ask for the addresses of manufacturers of refined peanut oil.

A Canadian company seek a market for quantities of bugle, blade, thigh and other bones suitable for the manufacture of toothbrush, knife and similar handles, and wish to get into correspondence with United Kingdom buyers.

A Montreal firm seek additional agencies in fancy goods, art and metal goods, and glassware.

A Canadian firm manufacturing turned goods, such as rolling-pins, ironing-boards and various domestic novelties and specialties made of wood, invite correspondence from United Kingdom buyers of these lines.

Bar Iron.—\$2.50 to \$2.60.
Beams and Channels.—\$3 to \$3.25 per 100 up to 15-inch.
Building Paper.—4 1/4 to 7c. per pound. No. 1 tarred, 8c. per roll; plain, 5c.; No. 2 tarred, 6 1/2 c.; plain, 5c.
Bricks.—\$11, \$12, \$13 per 1,000, three grades.
Cement.—\$2.65 to \$2.75 per barrel.
Chain.—Coil, proof, 3/4-inch, \$7; 5-16-inch, \$5.50; 3/4-inch, \$4.00; 7-16-inch, \$4.75; 1/2-inch, \$4.40; 3/8-inch, \$4.20; 1/4-inch, \$4.05; logging chain, 5-16-inch, \$6.50; 3/4-inch, \$6; 1/2-inch, \$5.50; jack iron, single, per dozen yards 15c. to 15c.; double, 25c. to \$1; trace-chains, per dozen, \$5.25 to \$6.