

of the possibility of the country bonusing shipbuilding. Well, for a free-trade government it is a pretty hard thing to do. The Americans have closed their doors to us. We should keep our trade for ourselves. Shipbuilding might be bonused for two or three years if enough Canadian bottoms could be built in that time to carry Canadian trade in Canadian channels. In the meantime the ports of Quebec and Montreal and St. John will be made right. Do you appreciate the magnitude of the possibilities we have on hand? Let us have a sufficient Canadian lake marine; we will be a great nation quicker than most people believe. We will make greater progress in the next ten years than in the last forty years.

Capt. Alex. McDougall spoke upon the growth of Canada's trade and facilities. He approved the system of waterways furthered by Mr. Tarte. He declared that the lake marine and ocean marine must remain separate. To unite them would not pay. There must, he said, be transhipment at the seaboard.—Marine Record.

IMPROVEMENTS AND NEW INDUSTRIES AT SAULT STE. MARIE.

A resume of the work now being carried out at Sault Ste. Marie has been compiled, and from the particulars given up to date we take the following:

At Sault Ste. Marie eight dredges have begun work on an approach and channel for the great ore receiving and shipping

dock the Clergue companies have decided to put in. These docks will be above the Canadian lock about a mile and near the site of the charcoal furnaces and initial steel plant, now nearly ready for operation. A site has been chosen further up the shore at the long point that sweeps out into the "Soo" river, for the proposed additions to the steel-making capacity of the company. This will be improved later.

The great power canal of the Michigan Lake Superior Power Co., on the American side of the rapids, is about completed so far as the excavation is concerned, though it will take a long time to clean up the bottom, line the sides of the canal for the lessening of friction, cut out the ends that now hold the water back, and complete the power house. The turbines will be started up next summer. Work on the mammoth power house is progressing very fast. The foundations are all in, the steel work has arisen one storey, the steel and masonry receiving chambers are done, and the turbines are being placed very fast. A number of them are already in and ready, while many more are on the ground. Each of the eighty is expected to develop more than 600 horse power, making an installation equal to that at Niagara. Excavation of the wide forebay—1,400 feet across at the power house end—is done, and the sides are being lined with timber and masonry. This power house is the largest steel erection under construction in America to-day, there being more than

6,000 tons of structural material in the building. To aid in this construction six travelling derricks are placed upon tracks on the top of the steel work and are in constant use. In addition to them, hydraulic riveters, etc., are in continuous occupation. The masonry curtain of this building along the river front is up one storey and will be pushed up as fast as the three remaining storeys of the steel work can be raised.

Excavation for the third power canal, the second upon the Canadian side, is well started, and will be pushed, as there is need of the rock to be taken therefrom. This rock is going into the various buildings under way about the chemical end of the works, in connection with the sulphur and nickel works as well as for the wall of the steel mills up the river.

These steel mills will be in operation, rolling about 500 tons daily, in two or three months. The foundations for two charcoal furnaces of 150 tons daily capacity each are in, and the substructure is raising as rapidly as the material can be brought and put in place.

Steel ore cars of fifty tons capacity are being constantly received for the Helen mine railway, and are forwarded to the mine by shipload. Those cars are now stenciled "Algoma Central & Hudson Bay Railway," as is all the rest of the rolling stock of the company. The main line of road northward from the Sault is being steadily pushed northward, and is expected to make a connection with the Helen mine, 100 miles north, this winter,

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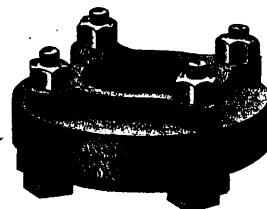
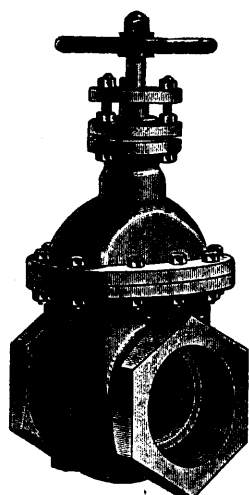
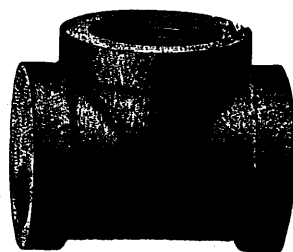
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