

## DRUMMONDVILLE

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tendent, took the writer all over the building and explained it to him in great detail and with great lucidity. The size of the main plant, which consists of four sixteen feet storeys and a basement, is 582 ft. long by 132 ft. 4 ins. wide. It is of brick and steel practically throughout. The floors are of mill construction with hardwood finish. The stair and elevator towers are on one side of the building while the coat rooms and toilet rooms are on the other side. All are enclosed in separate fire-proof towers. The mill is exceptionally well lighted, there being over 50,000 panes of glass in the building. It constitutes the last word in electrical equipment. Apart from this, there is a heating plant equipped with Babcock and Wilcox boilers attended by a 150 ft. stack. The mill is equipped with a capital sprinkler system, and it should be mentioned that the roof is covered with a Barrett specification roof. The store-house section is of reinforced concrete construction. In building the mill, which is one of the largest in Canada under one roof, between 150 and 200 men were employed, on the average, all the time.

### Two Other Big Factories.

The Butterfly Hosiery Company Ltd., has a large and up-to-date plant in Drummondville. This is a branch of the big Chipman concern of Eastern Pennsylvania. Mr. Charles Chipman, of Pennsylvania, is the president, and Mr. Mark Holden, of Hamilton, Ont., is the treasurer, while Mr. F. C. Christman is the general manager of the plant at Drummondville. The firm employs about 20,000 hands in the United States, while its employees in the Drummondville factory number around 110. The product of this mill, which is built on an area of 200 ft. by 400 ft., and which only commenced operating in the middle of March last, is ladies' fine silk hosiery. Everything about the mill, with its dye-house, its boiler-room, its winders, knitting machines, sewers, loopers, legging machines, dyeing machinery and hydraulic press, is admirable in equipment. Mr. Christman took the writer over the factory, and the amount of pains that is bestowed on the manufacture of a pair of stockings came as a revelation to him. The process of manufacture from raw silk to the finished hose was carefully explained by Mr. Christman. It was made clear that manufacturing genius, by standardization, by means of a large output, and by the reduction of the overhead fixed costs to a minimum, is here producing the finest of silk hose at a price within the reach of practically all, and at one which is very considerably less than that demanded for imported hosiery. The output of this mill is approximately 275 dozen pairs of fine silk hosiery a day.

Another large manufacturing concern located at Drummondville, is the Canadian H. W. Gossard Company Ltd., which is a branch of the H. W. Gossard Company, of Chicago. Mr. H. W. Gossard, and Mr. R. C. Stirton, both of Chicago, are respectively the president and the secretary-treasurer; Mr. W. G. Rook, of Toronto, is the managing director; and Mr. W. B. Williams is the local manager at Drummondville. The plant at the last named place turns out about 150 dozen pairs of corsets and 175 dozen brassieres—which term signifies underwaists—a day. The plant, which is a one-storey building, consists of an administration office; corset manufacturing, cutting and stock rooms; a brassieres' department; a laces department; and engine and boiler rooms. The Singer sewing machines which are used are all worked by electricity. The lacer plant, which manufactures the laces, was built by the New England Butt firm. The product is fairly high-priced but of pre-eminent quality, the prices ranging from \$3.50 to \$100 a pair, though the average Canadian price would range from \$3.50 to \$35 a pair. The plant covers about 20,000 square feet of floor space. At present it gives employment to about 300 people, but as it is built on the unit plan and can be added to as the need arises, and as the ambition of the concern is to supply corsets for the whole of the British Empire, it will, in all probability, not be long before it is employing many times the number named. Mention should not be omitted of the excellent lunch and recreation rooms, for the firm gives close and considerate attention to social and recreational features.

### Many Other Thriving Industries.

There are many other thriving industries in Drummondville of which a word or two should be said. For example, there is the big Campbell-MacLaurin saw-mill near the Canadian Government Railway tracks. This firm, of which Mr. D. A. MacLaurin is president, Mr. A. H. Campbell, managing director and secretary, and Mr. D. McCallum, assistant-managing director; puts through its mill 20,000,000 feet of lumber in a year. It operates by steam and its full staff of employees numbers about 50.

Then Mr. Alexander Mercure, ex-Mayor of Drummondville, who is engaged in the lumber industry and has extensive timber limits abutting on the St. Francis river, has a mill on the boulevard. Timber

is driven down to Drummondville to be sawn at the mill and shipped out. About 60 men are employed there.

The Walsh Plate and Structural Works, on St. George Street, is a branch of the Holyoake Steam Boiler Works. Mr. J. A. Walsh, of Holyoake, Mass., is the president; Mr. R. F. Hayward, of Holyoake, is the vice-president; and Mr. J. Paul is the local manager at Drummondville. These works are general structural works, but perhaps their most noted product is penstocks. They built the penstocks for the Northcliffe development in Newfoundland. The concern at Drummondville employs around 100 men.

Also on St. George Street are situated the engineering works and foundry of the J. A. Gosselin Company, which produces steam engines, agricultural machinery and creamery machinery, etc. The company, which has a great reputation for high-class goods, employs about 50 men.

At the former powder plant of the Aetna Chemical Company, the St. John Dry Dock Company has a special office and employs some 30 men in dismantling buildings, machinery and so forth.

The Macdonald wire goods factory, which makes wire baskets, employs 20 persons, and the same number are employed in the cigar factory situated in the town, while the local printing house gives employment to 6 people.

Acton Vale, some 25 miles south of Drummondville, is a very thriving place with a population of about 2,000. Here are situated the works of the Canadian Veneering Company, which employs somewhere around 350 people. Mr. A. D. Beaupre is the president and managing director of this company, which owes its origin to his inventive genius. Mr. Beaupre is the inventor of an insoluble glue or veneer which is used in the manufacture of the chair seats, toilet seats, and gramophone cases which are the products of the firm.

### QUEBEC TRAIN SERVICE.

#### Night Passengers may leave by Windsor Station.

Beginning on November 28th passengers from Montreal to Quebec city will be able to board sleeping cars either at Windsor Street or the Place Viger stations. Heretofore the service has been confined to the Place Viger, but on the request of the travelling public the C. P. R. is to inaugurate the new service on the date stated above. It will be optional to the passenger which station he chooses as a point of departure, but it is believed, that the disposition of sleeping cars at the Windsor Street station will be of great convenience to those living in the western part of the city, or who are staying at the Windsor, Queen's or Ritz-Carlton hotels. Also, those passengers from New York, New England points, and Toronto, will be able to continue their journey to Quebec without having to cross the city. The new service will be operated daily including Sunday, the coach and sleepers leaving Windsor street at 11.20 P.M. linking up at Mile End with the train from Place Viger, which will depart from that station at 11.45 P.M. The Windsor street section will stop at Westmount and Montreal West.

The same procedure will be followed on the reverse journey. Leaving Quebec city at 11.45 P.M. the train on reaching Mile End, will divide, the coach and sleepers destined for Windsor street arriving there at 7.05 A.M., and those for Place Viger, arriving at that station at 6.40 A.M.

In connection with the train leaving Windsor street station at 11.20 P.M. for Quebec, there will be inaugurated, also on November 28th, a new sleeping car service between Montreal and Grand Mere, Three Rivers and Shawinigan Falls. The cars will form part of the Quebec train and will be detached at Three Rivers, arriving at Grand Mere at 8.15 A.M. On return

### NEW MILLERS' ASSOCIATION.

As a direct result of the experiences gained through the operation of the Canadian millers' committee, which was created as an advisory board to the now demobilized Canadian Wheat Board, prominent representatives of the Canadian milling industry laid the foundations for a permanent organization which, to be nation wide in its scope, will be known as the Canadian National Millers' Association. The headquarters will be in Montreal.

The first officers of the new association are as follows: President, Brig.-Gen. A. E. Labelle, Montreal; first vice-president, George A. MacDonald, Peterboro; second vice-president, J. E. McFarland, Toronto; directors, C. E. Austin, Saskatoon, W. A. Black, Montreal; D. A. McGill, Toronto; Alexander L. Fowler, West St. John; George W. Greene, Lethbridge, Alta; G. A. Gray, Chatham, Ont.; J. E. Hall, Vancouver, B.C.; J. Hunt, London, Ont.; W. W. Hutchinson, Montreal; A. G. McLeod, Stratford, Ont.; J. A. McDonald, Valleyfield, Que.; R. J. McCullough, Souris, Man.; C. Ritz, Montreal; Hedley Shaw, Toronto; N. C. Sinclair, St. Thomas, Ont.; R. A. Thompson, Snyder, Ont.; J. B. Watt, Toronto.

W. Sandford Evans, who was secretary of the millers' committee, with headquarters at Winnipeg, has been invited to become secretary of the new association.

the train will leave Grand Mere at 10.00 P.M., arriving at Windsor Street at 7.05 A.M.

The train known as "The Frontenac", which leaves Windsor street station for Quebec city at 9.45 A.M. at present will, on and after November 28th, depart at 9.00 A.M., arriving at Quebec at 2.40 P.M. The return movement will remain as at present, leaving Quebec at 1.45 P.M., arriving at Windsor Street at 7.00 P.M.