

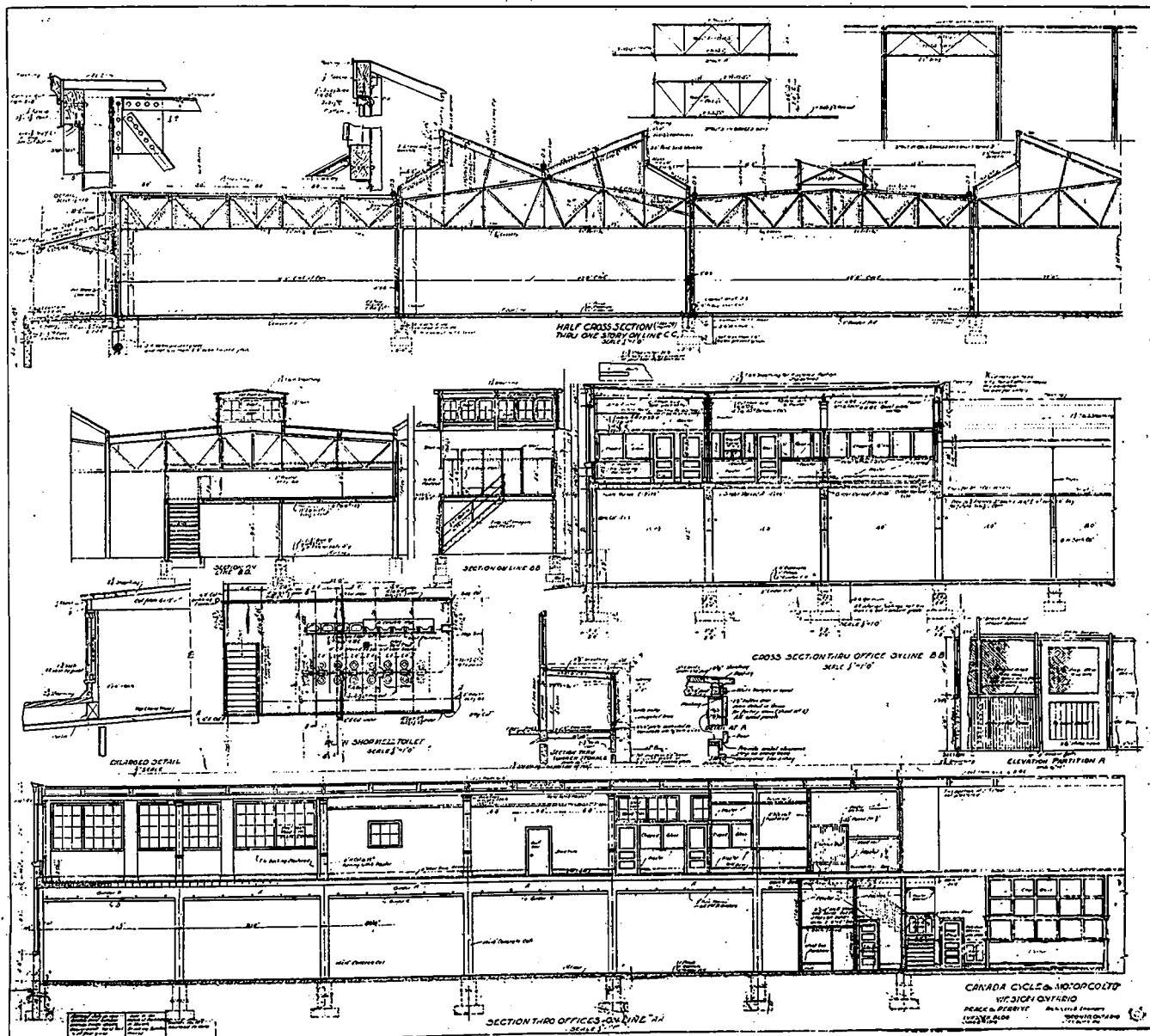
lar units at a future time. A steam-driven air compressor furnishes compressed air for brazing, sand-blast, and other shop processes. Additional equipment consists of a fire pump, which connects with a one hundred thousand gallon underground tank of reinforced concrete, fifty-two feet in diameter, which can be utilized in case of fire in the case of a breakdown in the local waterworks system.

The plant is equipped throughout with a sprinkler system, and an indirect heating system with a series of three operated fans and ducts supplies warm air to all parts of the workrooms.

The office section is heated by direct radiation, the exhaust steam being used for this purpose. Steam is also used for heating the dry kilns and enamelling ovens; while the various machines throughout are driven by electric motors.

Mr. Joseph Hobson, one of Canada's most noted civil engineers passed away recently in

Hamilton, Ontario, in his 84th year. Two great engineering achievements stand to his credit, both parts of the Grand Trunk main line: the railway tunnel under the St. Clair River, near Sarnia, and the rebuilt Victoria bridge from the Montreal side of the St. Lawrence to the southern shore of that river. Mr. Hobson was born near Guelph, Ontario, in 1833, and was educated professionally in Toronto. Whilst still a young man, he joined the firm of contractors that built the section of the main line of the Grand Trunk Railway from Toronto to Guelph. In 1870 he was appointed bridge engineer of the southern division, formerly the Great Western Railway, and in that capacity he had charge of the construction of the international bridge from Buffalo to Fort Erie, and of the replacement of the old Suspension Bridge below the Falls of Niagara. For ten years he held the position of Chief Engineer of the Grand Trunk Railway System, from 1896 to 1907; since which latter date he had been consulting engineer.



CANADA CYCLE AND MOTOR COMPANY'S PLANT, WESTON, ONT.