

degree from the temperature at which the thermostat is set.

After passing through the mixing dampers at the hot room, the air is conveyed through ducts radiating from the plenum chamber and running along the basement coiling to the various vertical heater flues for discharge into the respective air spaces. Each of the latter has an independent connection with the main apparatus. Escape of air from the rooms is provided for by vent flues leading upward and finding outlet in the attic, which in turn communicates with the roof ventilator. These flues are placed on the warm inner walls to increase their chimney action.

The system is supplied with steam by a horizontal tubular boiler, 72 inches in diameter and 16 feet long, with twenty-six 6-inch flues. A 5-inch low pressure reducing valve is placed in the main steam-pipe leading to the coils and engine, with two by-pass valves and pipes around it.

This plant is characteristic of numerous installations by the Buffalo Forge Co., though, as before mentioned, the types and arrangement of the fan, heater and ducts vary greatly. The heating and ventilating plant here described, with its air supply constantly ample in volume and at proper temperatures automatically controlled, may be taken as typical of the latest and best practice in the art of heating and ventilating.

HAMILTON'S ELECTRICAL RADIAL RAILWAYS.

Mr. John Patterson, on behalf of the Cataract Power Co., has submitted a new proposition to the mayor and aldermen of Hamilton, Ont., respecting the projected electric line from that city to Galt, Ont.

SOMETHING GOOD—

Who Wants it ?

A prominent American Typewriter Manufacturing Company desires to establish connections with a first-class party, with the purpose of placing their machine upon the Canadian market.

Must have knowledge of the business and able to show a first-class record. All answers treated strictly confidential.

Address, with details of experience,

VISIBLE WRITING,

Care of

CANADIAN MANUFACTURER,
TORONTO, CANADA.

The more important parts of Mr. Patterson's letter are as follows :

If the city will give a right of way from the high-level bridge to and along Vine street for a double track railway of four feet eight and one-half inches gauge, with six feet between tracks and sufficient room for poles, etc., at the side, I and my associates will agree to build, within two years from the granting of such right of way, a first-class line of railway to Galt, etc., connecting at Galt with the Galt, Preston and Hespeler Railway, and further with the Preston and Berlin Railway, and giving daily connection

by at least twelve trips each way with Greensville, Bullock's Corners, Sheffield, Orkney, Rockton, Galt, Preston, Hespeler, Berlin, Waterloo, Doon, Blair, Freeport, etc., and bringing within an hour's ride of Hamilton fully 70,000 people. We would also construct immediately thereafter a line to Guelph, which would, on completion, reach nearly 30,000 more, and also have an hourly service all the year round. For this service we will further agree that the rates to and from these cities and towns and Hamilton shall never exceed one-third of the present rates from any of them to Toronto,

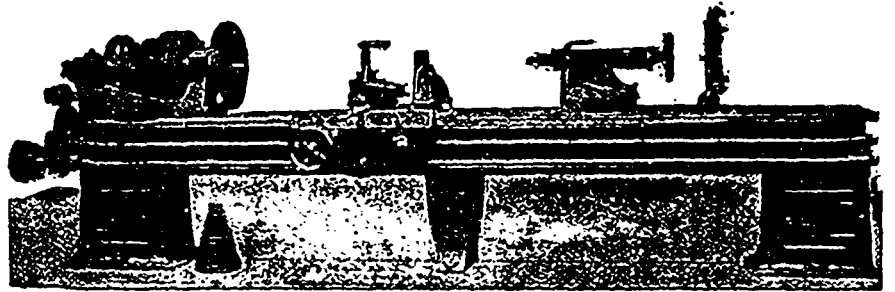
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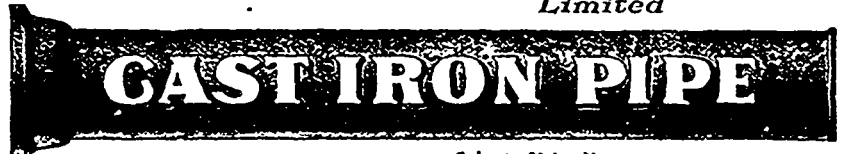
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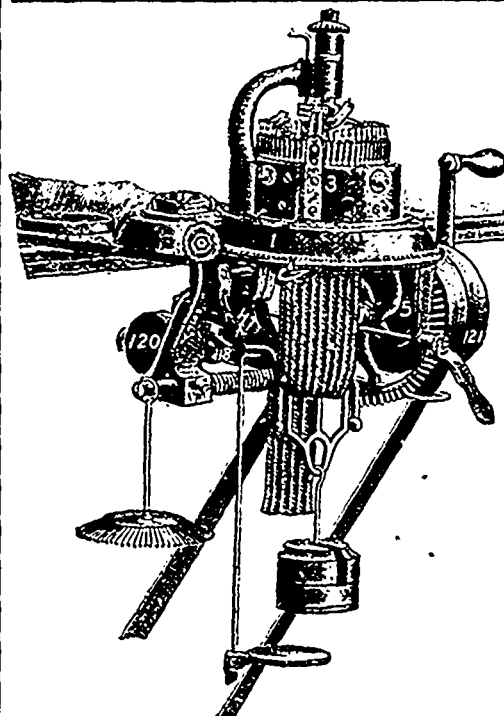
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WE have been hard at it for nearly 1/3 of a Century.

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