

Manufacturing Notes.

The CANADIAN MANUFACTURER will be pleased to receive items of industrial news from its readers in all parts of the country, for publication in these columns.

Notes of new machinery, improvements, increase in capacity, &c., will be of special interest. All communications must be accompanied by the writer's name as a guarantee of good faith.

A woollen factory in West London is to be exempted ten years from taxation.

Application has been made to Parliament to incorporate the Stevens, Turner & Burns Foundry and Manufacturing Company, of London.

Messrs. Whitelaw, of Woodstock, have completed arrangements for lighting their foundry by the electric light.

A new locomotive factory has been commenced in the east end of Montreal by a company that has got already \$80,000 capital subscribed.

One result of the N.P. is the purchase of a number of large steamships to carry coal from Cape Breton to Montreal. This will have the effect of lowering the price of bituminous coal.

The Strathroy Finance Committee of the Town Council have decided not to recommend the adoption of Mr. F. Westlake's proposition to build a match factory in that town.

The shareholders of the Asbestos Mining and Manufacturing Company of Canada met at Quebec on the 8th inst., and proceeded to organize. The factory will be built either at Quebec or at Levis.

The Merriton Village Council has passed a by-law exempting from taxation for ten years the new cotton mill, which is to be built on the site of the King and Dolan's mill, burnt last fall.

A paper mill is talked of at Kingston. Those interested in the erection of another mill on the Napanee river at Colebrook are actively at work, and very nearly the requisite amount of stock has been subscribed.

It has been decided to re-build the Kingston Knitting Mill on the site of the one burned recently. The city council has passed a by-law exempting the knitting mill and car works from taxation for a period of 18 years.

Mr. Pegan, of the Desert, who not long since came to Canada from France, contemplates the establishment of a beet sugar factory at that place. His experiments in raising the roots have been so successful that he feels confident that the enterprise can be made a financial success.

A deputation from the Napanee Glass Works waited upon the Minister of Customs recently, asking that the import duty on win low glass be increased from 20 to 30 per cent. Several other members of the Cabinet were present at the interview, and inspected samples of work made in the Napanee factory.

Mr. Ashley, Belleville, submitted one of the iron farm waggons to a practical test which could not have been more satisfactory. The waggon was loaded with 10,080 lbs. of pig iron and driven down Front-street to the market. He proposes to establish a manufactory of iron waggons in Belleville.—*Intelligencer*.

The knitted goods factory of Ellis & Stokes, at Port Dover, employs 100 hands, and turns out 60 dozen shirts or pairs of woollen drawers per day. There are other industries at the Port which merit mention. Col. Collier has put up a building 50x250 feet for a car factory and repair shop, another for an export ice-house, and is opening a summer hotel.

Messrs. J. L. Goodhue & Son, of Danville, Que., have lately completed a driving-belt, 28 inches in width and 70 feet long, for the mills of Messrs. Robinson, Howell & Co, Preston, Ont. About a year since this firm made extensive improvements in their factory, by which their capacity has been nearly doubled.

The National Policy has been the making of the Limestone City. Within the last four months a cotton mill has been erected, companies have been formed for the establishment of a knitting mill and car works, and a second knitting mill and a machine shop for the manufacture and repair of mill machinery are now on the tapis.

The Electric Light has been tested for several nights in the shops of the Toronto Bridge Co., and answered admirably, but the power supplied proving irregular, it has been removed to the Mail office for the present. The Bridge Co. express themselves as perfectly satisfied with the experiment, and hope to have arrangements made shortly so as to have a machine fixed permanently in their works.

The directors of the Kingston cotton mill had a meeting recently. The subscription list has been closed, \$197,000 out of the \$200,000 having been subscribed. The stock is now at 5 per cent. premium. Applications for over \$40,000 worth of stock have been refused from capitalists in Montreal and Toronto. By the end of this month the mill will be running, and samples of Kingston cotton will be on the market. Twelve thousand dollars' worth of raw cotton has arrived.

The Montreal Cotton Company resolved at its meeting on the 6th inst., to increase the manufacturing power of its mill, and to double its present capacity. The extension will cost \$350,000, and the work will be done next summer. When the addition is completed there will be 70,000 spindles at work in place of 35,000 as at present. The number of operatives will be increased 500 or 600. It is stated that the mill has not been able during the past year to execute half the orders received.

The public meeting at Belleville on the 6th inst., for the discussion of the Steel Association project, was largely attended. Mr. Hall, President of the Association, stated that he could not lay the necessary details before a public meeting, but he could give the necessary explanations to a committee of citizens and the Finance Committee of the City Council, who should report to a subsequent meeting. A committee was accordingly appointed.

The deputation appointed by the Town Council of Peterboro' to proceed to Toronto to request the Ontario Government to pass such legislation as would enable the town to take \$20,000 stock in the proposed Car works' Company, have returned home. They had an interview with Mr. Mowat and were cordially received. As the question was a new one, and one that he had never considered, he promised to consult with his Deputy and see what could be done to further the town's request. The deputation also saw the Deputy and fully explained the matter to him. The question will have the best consideration of the Government.

At the Brantford City Council meeting on the 6th inst., Mr. Slater's winery factory bonus was brought forward, and all present spoke highly in favour of it. The proposition Mr. Slater makes, is to build a factory to cost, with machinery, \$50,000, on condition of receiving, if it be built inside the city limits, a grant of \$5,000 and freedom from taxation for ten years; if outside the city limits a bonus of \$5,000. The building of the factory inside the city limits appears at present to meet the favourable views of the citizens. A by-law will be prepared, and submitted at the next meeting of the Council.

I had an interview with a gentleman at Ottawa this afternoon who proposes introducing into Canada a branch of manufacture we have not had here yet. I am not at liberty at present to say what the article is, but hitherto it has come in entirely from the United States. According to his statements—and he is a man of practical experience—he can make the article in this country fully 20 per cent. cheaper than it is at present. He intends bringing over from the States some twenty-five to thirty hands to commence with. How much better, he said, will it be to have this article made here, and thus have our capital kept at home, than to continue to support and maintain the manufactures of it on the other side of the lines.—*Toronto Mail*.

Messrs. J. H. Killey & Co., of Hamilton, delivered last week a compound condensing engine for the city of London. It has all modern improvements, is calculated to pump 3,000,000 gallons 260 ft. high per day, and its makers claim will run with about one-half the fuel *per rata* as compared with those now in use in the Toronto Water Works. The engine is 200 h.p., the pumps, which are constructed after the model of those made by Geo. H. Corliss, for Pawtucket, Rhode Island, will make 50 double strokes per minute without jar or concussion; there are no less than 216 valves in each pump, all made of Phosphor Bronze, and have a lift of only a quarter of an inch. The machinery is expected to be in operation in about six weeks.

Messrs. Leitch & Turnbull, of Hamilton, are the manufacturers of a power elevator, which is being placed in many new as well as old warehouses and manufactories. It differs materially from the American hoist. The frame is of wrought iron. The belt shifters are automatic and work independently by cam motion, and are self-oiling. One of the main features of the hoist is the safety attachments, which are similar to those used in large coal-mine hoists. Should the cable break, the safety attachments grip and stop the platform from descending. Another important improvement is the safety governor, which, in case a belt breaks, will only allow the platform to descend at a safe rate, no matter how heavily it may be laden.