

A convention of Ontario Retail Hardware and Stove Dealers' Association, will be held in Toronto, on September 4th and 5th.

The Denver office of the Allis-Chalmers Company has been removed to the McPhee Building, 17th and Glenarm Streets; and their El Paso office to the Guarantee Trust Building, rooms 301-306.

The Hamilton Tool and Optical Co., Limited, Hamilton, announces that they are prepared to manufacture patented articles, fine instruments, dental tools, rifle sights, machine parts, gears, ratchets, etc., advertising novelties, jewellers' specialties, steel stamps, embossing dies and die-sinking in its various branches.

The Defiance Iron Works, of Chatham, and the Toronto Gas and Gasoline Engine Co., have agreed to amalgamate, with a capital of \$500,000. Each branch will continue its own local business. The Toronto concern will make the main parts of the engines at present made by both companies, while the Chatham Company will make the castings, etc.

A new concern called the Calgary Pressed Brick and Sand Stone Co., Limited, expect to be turning out pressed brick of a quality unsurpassed on the American continent shortly. The authorized capital, \$100,000, has been subscribed by Calgary people and eastern Canadians. The president is E. H. Crandell, and the managing director, George A. Sharpe.

At the first regular meeting in July, of the Canadian Association of Stationary Engineers, Toronto No. 1, the following officers were appointed: President, John W. Marr; vice-president, W. S. Butler; secretary, W. E. Archer; financial secretary, W. C. Tait; treasurer, C. Moseley; conductor, F. Stubbs. The annual reports, which were presented at this meeting, show Toronto No. 1 to be in a flourishing condition.

The accident, which occurred on July 2nd, to the American boat train conveying passengers from Plymouth to London, has proved to be one of the most disastrous which has happened in this country. As yet the Board of Trade inquiry has not been held into the cause of the catastrophe, but there is little doubt that it was due to the train travelling at too great a rate of speed round the curve at the east end of Salisbury Station platform. The regulations laid down by the London and South Western Railway does not admit of trains taking the curve at more than thirty miles an hour, it is reported that when wrecked the train must have been travelling at double that speed.

The Strangen-Wick Railway Company, which operates a suburban line near the city of Stockholm, the capital of Sweden, has contracted with the Westinghouse Electric & Mfg. Co., of Pittsburgh, for the electrical equipment of the cars to operate this road, with the single-phase system. This recognition of the superiority of American electric railway apparatus is the result of an elaborate test instituted by the Swedish Government about a year ago. In this test, manufacturers of electrical railway systems from America and Europe entered into competition, and the palm was finally awarded to the Westinghouse Company, which was then given an order for an alternating current single-phase locomotive. The order from the Strangen-Wick Company calls for the same type of electric railway motors.



MARINE NEWS.

Plans have been prepared for the sea wall from Spadina Avenue, Toronto, to the new fort; cost \$75,000.

Sir Douglas Fox, past president of the Institute of Civil Engineers, London, has been invited to prepare plans for a channel tunnel. Parliamentary sanction for the scheme will be sought in the next session.

Plans have been about completed by the C. P. R. for placing an up-to-date excursion steamer at Vancouver next summer. The boat will be devoted exclusively to the handling of excursions. It is expected to be ready for service by the middle of May next year.

It looks as if the Dominion Government is taking into its serious consideration the question of the construction of a new Welland Canal, as a staff of Government surveyors is at work surveying the Government property from the mouth of the canal at Port Colborne to the outlet at Port Dalhousie. Those who claim to know say that a good portion of the old Welland Canal, now hardly used at all, will be utilized. The new canal will be of 24 foot depth, deep enough for the largest boats.



RAILWAY NOTES.

The Brandon, Saskatchewan & Hudson Bay Railway Company, Brandon, Man., will erect a new station to cost about \$30,000, at that place.

The Canadian Pacific Railway are about to make a test of a smoke preventer on one of their yard locomotives in Toronto, with a view to its adoption.

It is rumored that George H. Shaw, traffic manager of the Canadian Northern Railway, Winnipeg, is to be given charge of all lines of road with offices in Toronto.

Work on all the new branches of the C. P. R. throughout the West is being pushed forward as rapidly as possible. No less than nineteen new lines are being constructed and by the end of the year hundreds of miles of new road will be ready for operation and thousands of acres of fertile soil will be ready for settlement.

The Temiskaming and Northern Ontario Railway Commission, with the approval of the Government, has entered into a contract, extending over a period of years, to draw logs from the Dominion Government's Lake Temiskaming wharf at Lake Haileybury, to the sawmill at Latchford. This will necessitate a spur line of one and one-half miles from the wharf to Haileybury to give connection with the main line.

The location of the route for the Grand Trunk Pacific Railway between Winnipeg and Portage la Prairie has not yet been decided on. Three trial lines have been run and the matter of selection is now being considered by the directors. Their decision may be announced any day, and it may be three months hence before they take the public into confidence. No construction work has yet been done on the line east of Portage la Prairie.

The Windsor, Essex & Lake Shore Radial Railway, which has been having trouble with its Windsor franchise on account of the council's insistence on the use of girder rails, has just secured a franchise in Leamington, where the road was temporarily held up. The council there wanted a line built to the lake, a distance of about a mile. The road objected, but a compromise was finally reached by which the railway agreed to make the desired extension within five years.

The Canadian Northern Railway Company has just ordered 550 new box cars to be delivered in time for the moving of the wheat crop of this fall. The companies who are in the contracts are: Rhodes, Curry & Company, Amherst, N. S., 250 cars; Canada Car Company, Montreal, 200; Crossen Car Manufacturing Company, Cobourg, Ont., 100 cars. This order is in addition to the 1,600 cars ordered of the new stock, with 50 additional locomotives, will be placed on the lines in Western Canada. The total cost a few weeks ago from Canadian companies and nearly all of new stock is nearly \$4,000,000.

The work of piling telephone and express business on the Railway Commission has commenced. Already a considerable number of requests for ratification of express rates are in the secretary's hands, while hundreds of applications for telephone connections are in and thousands soon will be filed. The Bell Telephone Company alone has sent in several hundred applications, and independent companies are busy. No addition has been made to the staff or to the premises of the Railway Commission, which found its railway work quite as much as it could handle, and it looks as if it will be overwhelmed with routine business.