

ACME BRICK CO. PLANT HAS LARGE DAILY CAPACITY

Visit to Plant of an Enterprising Edmonton Firm Six Miles From Town Along Canadian Northern Railway Line. Operations Begun on May 15th Working Night and Day.

Brick is manufactured in Edmonton on a most stupendous scale and few people are aware of it. Six miles out to the west of the city in a secluded spot along the Canadian Northern Railway line, the location of the Acme Brick Co., which for extent of grounds and capacity of output is a revelation to those who have known nothing whatever of its existence.

A year ago, the Acme Brick Co., which is a limited liability company, composed of Wm. Canell, president, J. H. Miller, vice president, and Robert Spencer, secretary, well known contractors of the city, began making bricks on the site of the present yards. The old fashioned "pug mill" run by horse power was then in use. A few thousand bricks were turned out per day, and were set aside for a period of eight or ten days to dry in the sun before being placed in the kiln. The process was slow, tiresome and wasteful. Every brick had to be handled several times, and every time money was charged to the cost of production.

The company took a cool calculation of the situation. Edmonton, a rapidly growing city, would require millions of bricks in the coming years of its development. The old fashioned "pug mill" would have to go and a modern equipped plant installed in its place. Experts were set to work to examine the clay bed in the district. They declared it as good and uniform a clay deposit as could be found anywhere in the west. The firm, acting on the advice of the experts, purchased a 22 acre block of land at \$50 per acre. The land cost money not so much because it was clay, but because a bunch of capitalists wanted to use it in the development of a most important industrial enterprise.

No sooner was the purchase made than the clearing of the land began and the first steps were taken in the work of development. The firm set out with no shilly-shally policy. Within a few months they had constructed a plant which has a capacity of 80,000 bricks per day. The output of the plant is a brick of good color and a hardness of which few plants in the west can boast. Operations were commenced on May 15th and since that date the plant has been working to capacity and carload after carload of brick is being shipped out as soon as they can be loaded.

The visitor to the yards of the Acme Brick Company is first surprised with an immense pile of wood to be used in burning the kiln fire going. When the first fires were lighted 5,000 cords of wood were piled over a large area of ground. This is now sufficient cordwood on hand to heat the kilns for an output of over 6,000,000 bricks. After the supply of wood is exhausted it is the intention to use coal almost exclusively.

Building Requirements. An old fashioned brick yard requires very little in the way of buildings. A brick yard on a large scale requires an investment of about \$40,000 in buildings and general equipment. The principal building is the "drier." Here is where the plastic clay, which has taken the shape of bricks after coming through the pug mill, is placed to dry not in the hot sun, but in a current of air heated to a high temperature. A large boiler room and a large set of 300 horse power is required to keep the mill going and to cause a perpetual circulation of the warm air through the drier. The most substantial constructions of all are the kilns, where as many as 225,000 bricks are skillfully piled to be burned. The introduction of machinery and labor saving devices makes the occupation of the brick makers by no means laborious. What is required nowadays is not so much strength and endurance as a clear intelligence that avoids mistakes. Where 80,000 bricks are being turned out in a day an error in calculation on the part of an employee may cost the firm hundreds of dollars. The reliance which has to be placed on the men enables those who have proved themselves to be trustworthy to draw good wages. There is, of course, a certain amount of rough, heavy work to be done by unskilled laborers.

Process of Manufacture. From clay pit to railway car constitutes the process of brick making. In the pit which has a depth of 25 feet, small cars, similar to those used in coal mines, are filled by shovels in the hands of the pit men. When the car is loaded it is hauled by machinery over a miniature track up a steep incline, where it is unloaded over the mouth of the clay mill. In the mill it is moistened to make it plastic and by an auger arrangement, it is pressed out of the far end in a continuous horizontal column of clay with brick dimensions. In its centre it passes under an automatic wire cutter which cuts sixteen brick forms every time it revolves. Attendees at the far side

of the cutter take the plastic brick forms and place them on a two wheeled truck on which they are taken into the drier. Here there are ten rows of brick clay each about 170 feet in length. Under each row is a perforated floor through which comes a continual current of hot air from the corresponding tunnels below. Through these tunnels the air is forced from a great fan operated from the engine room. A complication arises of heating coils supply the hot air which is sent forward and circulated through the drier from end to end. A return tunnel thirty-six inches in diameter conveys the air back to the fan and thus keeps the circulation constant.

Quick Drying Process. For a brief forty-eight hours the clay is required to remain in the drier. At the expiration of that time the brick blocks are thoroughly dried and ready for removal to the kiln. A gang of men on day and night shifts, are kept busy removing the bricks. They are taken to the kiln workmen who are busy constructing the kilns. The capacity of the drier is about 50,000 bricks which is much too small for the present output of the plant. Several thousand bricks are at present being dried in the heat of the sun in the open air.

Two kilns are now standing and a third is being constructed which will burn 225,000 bricks. It costs just as much and takes about as much heat to burn 200,000 bricks as 100,000 bricks, so the larger the kiln the more satisfactory are the returns. Fires are now burning under a kiln and 170,000 capacity and care are now being loaded from one with a capacity of 180,000. A kiln to effectively burn the brick to the required hardness must be over a continual fire for ten days and be given four day-longer to cool off sufficiently so that the finished brick may be handled. As a car holds not more than 12,000 bricks, the opening of a kiln means some labor before it is leveled to the ground.

Always in Demand. The Acme Brick Co. is only at the development stage in the business of brick manufacturing. At present the demand for brick is so great in Edmonton alone that the firm could dispose of three times as many as are now being manufactured. With the splendid quality of the Acme brick and the almost unlimited extent to which the plant may be developed, it is quite conceivable that the Acme Brick Co. will be one of the most important industries in the Edmonton district.

POPULAR GOVERNOR DEPARTS.

Sir William Macgregor Bids Farewell to Newfoundland.

St. John's, Nfld., June 25.—Leaving behind thousands of friends who accorded him a magnificent demonstration, Sir William Macgregor, who has been the most popular governor that Newfoundland has ever had, relinquished his office as chief executive, and sailed for England. He will be succeeded by Sir Ralph Chalmers Williams, who will arrive in St. John's on Aug. 15. Sir William has been governor of the colony for half a dozen years, during which period he was called upon to deal with the combative fisheries dispute with the United States, to be arbitrated at the Hague, with the deadlock in the government which grew out of the downfall of the Bond ministry and other critical situations. The new governor has been in charge of the Windward Islands. Sir William Macgregor has been promoted to an important post in Africa.

MIQUELON FISHERS INDIGNANT.

Capt. Shay Reports Trawls Destroyed by Steamers.

St. Pierre, Miquelon, June 25.—The continued presence of steam trawlers upon the grounds in this vicinity is causing intense indignation on the part of the fishers, and crews of sailing vessels engaged in the fisheries. Following closely upon the firing upon the French steamer by the Gloucester skipper, Capt. Shay, the United States schooner Smugler, put in here and lodged a protest with the government of the colony. Capt. Shay reported his trawls were destroyed by one of the steamers, 275 pieces of line and other fishing paraphernalia having been carried away. Several French Canadian and Newfoundland sailing vessel captains also have filed a claim against the government of the colony. Capt. Shay's complaints have been forwarded to the French ministry in Paris together with respective claims for damages.

BANFF MILL BURNED.

Three Injured in Runaway of 'Bus Team.

Banff, June 25.—Fire started at 2:30 this morning in a saw mill of Messrs. Jordan & Taylor and before assistance could be obtained the building was a mass of flames. At 6 a.m. the building was in ruins. Total loss about \$50,000. The firm had no insurance. The machinery is in such a burnt state that it will be useless. The transfer bus of Brewster Brothers' livery met with an accident this morning while leaving the depot with a load of passengers for the C.P.R. Hotel. A trace broke, frightening the horses, who bolted into the ditch, overturning the rig and spilling the passengers into the road, and two ladies, Mrs. Kohlhase, of Washington, D.C., and Miss Helen G. Smith, of Philadelphia, and Mr. Berthiaume, of Superior, Wis., received slight injuries. No one was seriously hurt.

Ban on Slot Machines. San Francisco, June 30.—Nickel in the slot machines will be banished from San Francisco after today, under a new ordinance.

NEW MUSEUM TO OPEN.

South Kensington Galleries Have Been Ten Years Under Construction.

London, June 25.—The new galleries of the Victoria and Albert Museum at South Kensington, erected at a cost of \$5,000,000, are to be formally opened by King Edward tomorrow. The building, the plans for which were drawn by Sir Aston Webb, have been under construction for ten years, and with the adjoining buildings of the South Kensington Museum form one of the handsomest groups of public buildings in Europe. When finally completed, which will probably be within a few months, the new galleries will house the greatest museum of applied arts in existence, and taken as a whole, will be one of the largest in the world. Queen Victoria laid the foundation stone of the building on May 17th, 1899, the last public function of importance she performed.

SEVEN DAYS WITHOUT EITHER FOOD OR SLEEP

Seven days without food or sleep. Shipwrecked Sailors Tossed in an Open Boat for Seven Days and Seven Nights.

New York, June 27.—A tale of the sufferings and horrors of the deep, the like of which has not been equalled for many a long day, was brought into port today, when Anton Penna and his five companions arrived on the White Star Steamship Celtic. They had tossed about the middle of the South Atlantic ocean for seven days and seven nights without food and the limit of a tablespoon of water a day, with all save Penna and his boat-steerer raving in delirium in a whaleboat that had been separated from their ship off the west coast of Africa. They would fall to sleep exhausted, only to dream of food and drink and wave their hands in the air grasping at imaginary relief from their terrible plight and awake to still keener sufferings. In the meantime, for the interminable seven days and six nights, Penna, the Portuguese-American mate in charge of the boat, succeeded in keeping awake, fearing that if he went to sleep his men would in their delirium drink the sea water and jump overboard. For five days of the terrible week, the ship crew lay in the bottom of the frail craft in the depths of stupor or mourning in vague trepidation, waiting for the others in the boat. All the time the winds raged and the small ruts of the sea tossed the boat about as if it were a toy. In the midst of all the horror of the frightful situation and the subsequent troubles that the men had to undergo to get from the obscurity of Swakapamund in southwest Africa, where they were taken by the German steamer, Max Brodbeck, to the United States, the heroism and ability and resourcefulness of Third Mate Penna stands out as a wonderful example of hardihood and moral strength. When the shipwrecked men were put ashore at Swakapamund they had to work for their food. Penna made the men save most of their money and in 83 days they had fifteen pounds sterling between them; then he appealed to the governor and he gave them passage in the steamship Admiral and a letter to the American consular agent in Las Palmas, in the Canary Islands. "It was tough treatment at that time," said Penna, "but I was glad to get the safety of the structure on which their reputations as engineers will depend, the members of the board feel the necessity of taking full advantage of the provision of the order in council under which they may secure the advice of other experts."

BANDITS TAKE COVER IN DESERTED MINE

Armed to the Teeth and Police Expect a Battle Royal—Will Soon Be Captured.

Kamloops, B.C., June 25.—One and probably two of the robbers who held up the C.P.R. train a week ago at Ducks, near Kamloops, are surrounded at a point five miles east of Ashcroft. When the boat on which the robbers were coming down the Thompson river last night reached Ashcroft there were two men aboard. One of these was killed in the encounter with the constable and the other made his escape after fatally wounding the officer who died a short time later. When the boat was seen earlier in the day it contained three men. Evidently one disembarked above Ashcroft Sunday morning, when the chase for the second man from the boat was taken up. He was followed for four miles to a point where he was apparently joined by the third man. The two have since been tracked to an old mining tunnel at Red Gulch, and there they will probably make their last stand. Both are probably well armed. They were tracked by bloodhounds in charge of Draper, of Spokane. The dead robber is a stranger, never seen in the district before. He wore a hat bought from a Spokane clothing store. In the boat was a value full of dynamite, indicating that the men intended to hold up another train.

CHALLENGED ARREST.

Kamloops, B.C., June 25.—No fresh trace has been found of the escaped robbers, though bloodhounds and an armed posse are scouring the hills south of Ashcroft in an effort to locate the bandit, who shot and killed Constable Decker.

EXPERTS CALLED TO THE COUNCIL

Engineering Board Differ as to Plans for Quebec Bridge and Two More are Asked for Advice.

Ottawa, Ont., June 25.—Some differences of opinion having arisen between the board of engineers which is preparing plans for the Quebec Bridge, and the Minister of Railways has decided to take advantage of the provisions of the order in council under which the board was appointed and called in the service of other experts. The question on which the board has come to a difference of opinion is the one of the sufficiency of the present piers and the suitability of the present site for the new structure. A question has also arisen as to the desirability of shortening the span in order to make the sub-structure strong enough to carry the thousand tons. Two additional engineers who have been called in and who have agreed to act are Henry Hogate, of Montreal, and Alfred Noble, chief engineer of the Pennsylvania Railway tunnel recently built in New York and one of the most prominent engineers in the United States. They will meet the members of the board in Montreal next week to study the matter. Owing to the absolute necessity of insuring the safety of the structure on which their reputations as engineers will depend, the members of the board feel the necessity of taking full advantage of the provision of the order in council under which they may secure the advice of other experts.

VON BUSLOW WILL RETIRE.

Berlin, June 25.—Prince Von Buslow announced today that he intended to retire from the chancellery office as soon as the pending finance reform measures are disposed of.

VETERANS NOT ON LAND.

Most of Them Let Certificates Pass to Speculators.

Ottawa, June 27.—Enquiry at the fact that to date there have been secured and actually delivered 6,098 veteran's land certificates. Of these 992 have been located, 217 by veterans and 775 by substitutes, substitutes' agreements to the number of 931 have been registered at the department during the month of June. To date 1019 certificates were issued, the preceding month with a total of 235 being the heaviest so far. April 178 certificates were sent out. At the militia department 6,225 land warrants have been delivered, the difference between this number and 6,098 at the Interior Department being accounted for by the delay caused by legal action in having transfers made or else neglect of recipients to have warrants changed.

CARRUTHERS SAYS PRICE WILL HOLD

Largest Grain Exporter in Dominion Quotes Reason for Expecting High Wheat.

Chicago, Ill., June 25.—James Carruthers, the largest grain exporter in the Dominion of Canada, was on the Board of Trade today, en route to Winnipeg.

"Owing to the small stocks of wheat all over the world, it looks as if the foreigner is going to continue as a big buyer of the new wheat crop for the next three or four months, especially as the crop prospects are not any too good, and the reports from Argentina are unfavorable," said Mr. Carruthers.

"There has been ocean room booked from Montreal for about three millions of wheat for August, September and November. The August and September bookings are for new red winter wheat and the October and November are only about one cent out of line, based on the winning October price. If the price is as small as is claimed and there is a lot of wheat shipped out of this country for export during the next three or four months, you may see some off futures later on sell as high as the July future is now selling. No doubt there is going to be good deliveries of this new crop of wheat as soon as the harvest is completed, but with tight stocks held by millers all over all the western states, there is certain to be a good demand and if the foreigner keeps buying I don't believe that prices will get down to a very much lower level than they are at present."

WARRANT FOR CONDUCTOR.

Saskatoon, June 25.—A man named Siskating arrived in the city this morning and after making investigations, procured a warrant for the arrest of a popular conductor. The man has not been apprehended, but it is stated by friends that he will give himself up in the morning. The man, two others are implicated in Siskating's funds.

ROBBER COMMITTED.

Saskatoon, June 25.—A man named McKay was committed for trial this afternoon for entering the poolroom of Pat White and robbing him of one hundred and forty dollars. The prisoner is a ticket of leave man and the police are tracing many crimes to him. Two others are implicated in the deal who will appear tomorrow.

SUICIDE AT GATINEAU POINT.

Ottawa, Ont., June 25.—Phileas Charron, a laborer of Gatineau Point, was found hanging to a beam in his barn at Gatineau Point, early this morning. Charron had been acting strangely for some time and at the inquest held the victim was declared to have committed suicide while in a state of temporary insanity.



Stephens FLOOR PAINT

Buy a can or two of Stephens Floor Paint and a flat bristle brush—and waterproof your floors. Stephens Floor Paint sinks into the pores of the wood, hardens the floor, and makes it moisture-proof. Soap and water soon soften and discolor an unprotected floor—but only improve the appearance of a Stephens protected floor. And you can realize how much easier it is to mop off the smooth, hard, durable, painted floor, than to scrub a soft, rough, splintery, unpainted one.

The Chown Hardware Co., EDMONTON, ALTA.

CONSTABLE AND BANDIT SHOT

Police Posse Encountered Pair of the Kamloops Hold-up Gang.

Vancouver, June 25.—One train robber and one special policeman are dead as the result of an encounter tonight between part of the posse searching for the hold-up men who stopped the C.P.R. train east of Kamloops a week ago. At six o'clock tonight, a beat was noticed passing Perry's station on the Thompson river. At 8:40 o'clock when the boat was passing Ashcroft it was challenged by special policeman Ike Decker. The men rowed ashore as ordered. As they landed one drew a revolver. Before he could make a move to shoot Constable Butler covered him with his Winchester and fired. The bullet killed the robber instantly. The second robber opened fire, also with a revolver and shot Butler dead with the first bullet. The second man escaped eastward along the railway track pursued by a posse. At 11 o'clock he had not been captured. There is no chance for him to escape. There was nothing in the pockets of the dead man to indicate who he was. Butler has been a resident of the district for twenty years.

NEW ANARCHIST ORGANIZATION.

Rome, June 25.—Roman anarchists have formed a club naming it the "Chicago martyrs" after the men who were executed for the Haymarket bomb outrage. The object is to promote the anarchistic propaganda by means of popular lectures and publications. The Haymarket riots occurred on May 4, 1886, and four men, Spies, Engel, Parsons, and Fischer were hanged November 11, 1887. One of the convicts, Louis Ling, killed himself with a bomb while awaiting execution.

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