

NEW STYLE OF INCLINE RAILWAY.

An esteemed correspondent sends THE CANADIAN ENGINEER the following description of the new incline railway now building at Lake George:—The Otis Engineering and Construction Co. are building an inclined railway at Lake George for the Horicon Improvement Company. Construction began in January, and the work is being pushed along rapidly to be ready for the summer's business by the first of June.

The railway ascends Mount Prospect, from which a magnificent view is to be had of Lake George, the northern Adirondacks, White Mountains, Green Mountains and Catskills. Total length of the incline is 6,800 feet, with a rise of 1,600 feet, and steepest gradient 37·7 per centum. The gauge is 3 feet.

Among the peculiar features of the road is the counterbalanced grade by which the greater length of cable attached to one car when near the bottom is balanced by the steeper grade toward the top, on which the other car is travelling. This principle has also been used on the Catskill incline constructed by Otis Co., the well-known elevator builders of New York. The grade is, therefore, a vertical curve.

The Lake George incline is unique, I believe, among Canadian roads in having curves in its alignment as well, of which the least radius is 3,600 feet, and also in having a single track—the two cars crossing at the turnout in the middle, the two centre rails of the turnout having slots into which the cable drops to allow the other car to pass

PRAISES FROM THE PEOPLE.

PARRY SOUND, May 23rd, 1891.

I am well pleased with your paper, and shall do all I can to help it in Parry Sound, for I think every engineer should have it.

WM. IRVINE.

I must compliment you on the get up of THE CANADIAN ENGINEER. "Excelsior" seems to be its motto.

R. S. DOBBS, C. E., Kingston.

In reproducing an article from our February number, "Progress," of St. John, N.B., says: "The following article, from THE CANADIAN ENGINEER, concerning "Water in Boilers," will be read with interest by St. John people, because of the recent fatal explosion at King's mill. The article is pronounced by some of the city's engineers to be a much better article than one which recently appeared in the *Scientific American* on "Grease in Boilers."

A trade journal that has every appearance of success, and that has filled a "long-felt want" in Canadian journalism is THE CANADIAN ENGINEER.—*Truro Daily News*.

WESTVILLE, N.S., 15th Feb., 1895.

Find enclosed \$1 to pay for THE CANADIAN ENGINEER for 1895. I am very much pleased with your paper, and hope you are getting lots of subscribers

A. J. CAMPBELL.

SIR,—Please send me another copy of your late issue containing article on "Bribery in Business." This article of yours should be reproduced in every paper of the Dominion, and its teachings would be valuable beyond the line of 45°. C. BAILLAIRGE, City Engineer, Quebec.

REVIEW OF THE METAL TRADES.

MONTREAL, June 4th, 1895.

Since last month prices have fallen off in some grades of iron, but business is fairly brisk. Bar iron has advanced in price considerably, and will probably remain firm for some time. Pig iron generally has experienced a drop of about 50c. Canada plates have advanced a little. The following are current quotations:—Summerlee, \$19.50 to \$20; Eglinton, \$18.50; America, \$17.50 to 18; Carnbroe, \$18.50; Ferrona, \$16.50 to 17; Siemens' No. 1, \$16.50 to 17; wrought scrap, No. 1, \$14.50 to 16; bar iron, \$1.60 to 1.65; tin plates, cokes, \$2.75; I. C. charcoal, \$3.25; Canada plates, \$2 to 2.10;terne plates, \$5.50 to 6; galvanized iron, 4 to 5c. according to the brand. Orford copper, 9¼ to 11c.; ingot tin, 15½ to 16½c.; lead at \$2.90 to 3; spelter, \$4.50 to 4.75; cut nails, \$2.10.

A LARGE deputation of carriage makers, blacksmiths and hackmen waited upon the mayor of Quebec the other day to protest against the construction of the electric railway, as dangerous to life and ruinous to their trades. Mayor Parent heard them out, and then told them candidly, but kindly, that the railway must go on, or Quebec would be out of the current of modern progress altogether. Although surprised, the deputation at length thanked the mayor for his frankness to them.

Industrial Notes.

THE Collingwood Marine Hospital will have a new wing, 48 x 34 feet.

THE Alberni, B.C., paper mills are to be re-started under a new organization.

ALEX. GIBSON's large new steam saw mill at Blackville, N.B., is nearly completed.

THE blast furnace of the Londonderry Iron Company is now running 20 hours per day.

LEAMINGTON is to spend \$16,000 to construct works to supply the town with natural gas.

IT is estimated that there are 7,000 steam boilers in use in Ontario for power purposes.

YARMOUTH, N.S., water committee intend purchasing several thousand dollars' worth of water pipes.

THE public school board of Kingston propose building a \$20,000 new school in Frontenac ward.

THE Kingston city engineer is preparing estimates of the probable cost of completing the waterworks system.

JAMES FLEMING, engineer, St. John, is building new boilers for S. T. King & Son's mills at Kingsville, N.B.

WATERWORKS extensions to the amount of \$15,000 are contemplated at Ottawa, chiefly in new mains and hydrants.

THE Mac Machine Company have shipped a Peerless drill to Manning & Macdonald, contractors, Coteau du Lac.

TILLEY & DRURY, St. John, have the contract for a cold storage warehouse, 38 x 80 feet, for Dr. Walker, of that city.

THE C.P.R. are arranging to put a switch into the proposed rolling mills of the Norway Iron and Steel Co. at Guelph.

THE case of the Auer Incandescent Light Co. vs. O'Brien, for alleged infringement of patent, is before the court at Ottawa.

A FOUR story building is to be put up at Sherbrooke, Que., this summer, to be occupied by Geo. Long as a sash and door factory.

PLANS are being prepared by Gamdin & Huot, architects, Montreal, for a carriage factory for the Montreal Carriage Company.

THE new passenger bridge at Burlington, Ont., will be pushed forward as rapidly as possible. The bridge will cost over \$30,000.

THE big boiler which the Robb Engineering Company shipped to the Dominion Coal Co. at Glace Bay, the other day, weighed 20 tons.

THE Robb Engineering Company are shipping three large Robb-Armstrong engines to the T. Eaton Co. and the Grand Trunk station, Toronto.

NASH's new sawmill at South Edmonton has been completed and put in operation. Walters & Humberstone's mill at the same place will soon be completed.

A. CUSHING & Co.'s large saw mills at Union Point, St. John, which were burnt last month, are being rebuilt. These mills cut nearly twenty million feet of lumber a year.

STETSON, CUTLER & Co.'s and King's sawmills at Indiantown, N.B., are having a large amount of new machinery put in from the Wm. Hamilton Manufacturing Company, Peterboro.

THE Central Railway of N.B. is to build a 15-mile branch from Chipman to the Colonial Iron & Coal Co.'s coal fields. The furnace to be erected at St. John is to have a capacity of 100 tons of pig iron per day.

THE Forbes drainage scheme at Tilbury East, Ont., has been completed, and 8,000 acres of useless marsh have been turned into valuable land. There are eight miles of main drains, each twenty-seven feet wide. The work cost \$65,000.

THE Jesuit Fathers have accepted plans for the completion of the Church of the Immaculate Conception in Montreal. There will be no columns in this large temple, the roof being supported by iron arches concealed in the walls and plaster. The cost is estimated at \$100,000.

F. B. ROBB, manager of the Robb Engineering Company, Amherst, N.S., whose Robb-Armstrong engines and Economic boilers have already become celebrated in the West, as well as in the Maritime Provinces, was in the city recently, and while here made arrangements with Mr. J. S. Currie to represent them in the city and vicinity for the sale of the engines, boilers, and other steam appliances and machinery.—*St. John Telegraph*.