

order with Cowan & Co., of Galt, for a 60 h.p. engine and boiler, saw mill, heavy planer and matcher and a mortise machine.

Mr. John Shearer, Blair, Ont., who has the contract for supplying the villages of Hespeler and Preston with electric light, has placed his order with Cowan & Co., Galt, Ont., for a 75 h.p. Corliss engine and boiler.

Messrs. Milord & Lalonde, Winnipeg, Man., have ordered from Cowan & Co., Galt, a complete outfit for a planing mill.

Mr. G. A. Preval, Murilla, Ont., has just purchased from Cowan & Co., Galt, Ont., a 25 h.p. engine and boiler.

Besides the above Messrs. Cowan & Co. have shipped and have on order a number of small machines for all parts of the Dominion. Business with them has been very good. They have been running overtime for the past two months, in fact, they have been so pushed that they have found it necessary to put on a night staff, so that their works are now running day and night, and the prospects never were better for a good season's business. It speaks well for the class of machinery they turn out when they are compelled to run their works day and night.

The Dodge System of Rope Transmission.

We learn from an American exchange that amongst the recent large contracts secured by the Dodge Manufacturing Co., of Mishawaka, Ind., is one taken by their Boston branch office for the entire power transmission equipment for the five immense power buildings now being erected in South Boston, Mass., by Mr. S. P. Wormwood. The contract was given this company only after the very closest investigation by Mr. Wormwood of all the leading manufacturers and contractors of this line of work in the United States.

The Dodge patent American system of rope driving has been adopted for the main connections, which consists of six pairs of 400 h. p. compound condensing engines, each fitted with a twelve foot iron centre, wood rim fly wheel made by the Dodge Company. The engines are to operate on two lines of shafting. All receiving sheaves are mounted on quills and connected with the shafting with 400 h.p. Dodge split friction clutches. Chain oiling bearings will be used throughout the buildings on all shaftings.

The large electrical generating plant will be driven by two lines of shafting, connected with the two main lines by four 600 h. p. American rope drives, so arranged that any combination of generators may be operated by any combination of engines.

In each of the five buildings a rope drive of 200 h. p. capacity,

transmitting 50 h. p. to the jack-shaft on each floor, will be installed, all being connected with and driven direct from the main line shaft running from the engine room through the different buildings.

Mr. Wormwood adopted the Dodge American or continuous wind system of rope transmission only after carefully investigating the relative merits of the same in connection with belting and other styles of rope driving.

This important outfit of machinery is now being installed and will do much towards introducing the highest grade and most efficient power transmission specialties of the Dodge Manufacturing Co., to the New England manufacturers and engineers.

The Dodge Wood Split Pulley Co., Toronto, are the manufacturers in Canada of these pulleys and the Dodge system of rope transmission; and, as has been repeatedly shown in these pages, are meeting with unbounded and unqualified success in their business. There are hundreds of industrial establishments in Canada thus equipped.

St. Thomas Car Wheel Company.

The St. Thomas Car Wheel Company, in the year 1884, succeeded to the business which Messrs. Russell & Co. had successfully carried on for thirteen years. Speaking of this concern the St. Thomas, Ont., Journal says:—As the name of the company implies, the main product is chilled car wheels, and at the present time the capacity of the works is two hundred and forty wheels and ten tons of other castings per day. Car wheels may be generally divided into two classes—steel tired and chilled charcoal iron wheels. In Canada it is the opinion of many mechanical men that the latter are not suited for particular railroad service, but are better adapted for freight cars. To a considerable extent this is also the opinion in the United States. It is founded on the results obtained from the use of chilled wheels as made years ago, when the manufacture was not up to the present standard of skill and experience, and upon the results obtained from wheels made of late years by manufacturers who have little practical experience in this particular branch of foundry work, or who take no steps to improve and perfect their processes. To these causes is due the idea that chilled wheels are unsafe and unfit for passenger and locomotive service. The St. Thomas Car Wheel Co., realizing that professions of merit are of little account unless backed up by results, took steps, as soon as the new company was under way, to systematize and perfect the manufacture of chilled wheels, with a view to demonstrate their greatest capabilities. Their success in this direction is very gratifying, and is conclusively proved by records of the service obtained from their wheels. This company now stands in

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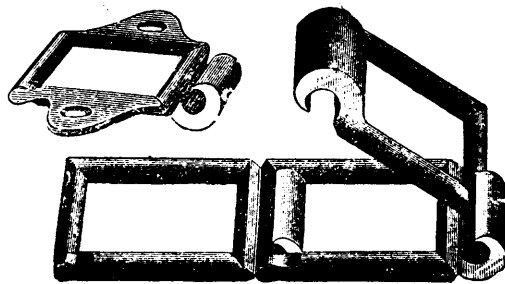
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