

ion, and running over time to fill orders. They are receiving the most flattering testimonials from users in all kinds of work. This is one of the most promising industries in the Maritime Provinces, making a greater variety of shovels than any other concern in Canada. They can fill orders for shovels, scoops, etc., for any possible use. It is the only manufactory on the continent, we believe, that makes the shovel from the rough, their equipment enabling them to make all kinds of handles, long and D, from the log, and the pans and sockets from the sheet. They have contracts for an ample supply of best white ash, and until the steel they require is made in Canada, have special rolls with one of the best steel makers in Great Britain, for rolling their taper section, or thick centre steel for shovel pans. — *Amherst, N.S., Press.*

THE large McLaren-Ross saw mill on the Fraser River at New Westminster, B C, is described as follows by *Truth* of that place: — "These mills, when running to their full capacity, will be the largest in the Province, if not in the north-west portion of the continent, where big mills are the rule. The average daily output is estimated at a quarter of a million feet, and possibly this may be exceeded if the machinery works satisfactorily. The mill will not be entirely in working order before July, but steam will be got up and a portion of the huge machinery put in motion next week, and in about ten days one circular saw and the huge 32-saw gang will commence work. The enormous band saws will not be ready for some time yet, owing to a delay in getting them from the East. One striking peculiarity about the mill is that nearly everything is done by steam or compressed air, all under the immediate supervision of the head Sawyer. Even the turning of the logs, the off-bearing, screw setting, etc., will be done by steam."

THE output of the Steel Harrow Company of New Glasgow since the first of the present year amounts, we are informed, well up to 1,000 harrows. Their business extends into Quebec and Ontario, and as far west as Port Arthur. They manufacture the teeth of their harrows themselves, and these are, of course, the most important part of the implement. This Company reports an increasing trade which obliges them to make considerable additions to their plant. They make in all four different kinds of harrows, but there are two which are in especial demand, the "Bluenose" and the "Eclipse," the former for two horses and the latter for one. Of the others one is a more expensive implement, and is chiefly sold in some parts of Quebec and in Ontario, while the other is a cheaper implement which has as good teeth as the others but a lighter frame. This one is usually sold to farmers who cannot easily pay the difference in price for the others. Outside of their own county they sell to the wholesale trade only. They use altogether the best of Nova Scotia steel for the purpose. — *Halifax, N.S., Critic.*

IN one of his recent reports Dr. G. M. Dawson states that most of the ores hitherto discovered are magnetites, which occur in association with the older metamorphic rocks of British Columbia. Clay ironstone, however, is of frequent occurrence in the coal series of Vancouver and Queen Charlotte Island, as well as in the tertiary rocks of the interior. The only iron ore deposits which have yet been worked are those of the south-west side of Texada Island, the largest exposures of ore occurring about three miles north-west of Gillies Bay. Here the ore mass is from twenty to twenty-five feet in thickness. It constitutes an irregular contact deposit between limestone and granite. The ore is magnetite of excellent quality, containing nearly seventy per cent. of iron. At the principal deposit of the ore a wharf has been built. The ore is brought down from the quarry to the wharf by an incline, the height of the quarry above sea level being 250 feet, and the length of the incline a quarter of a mile. The shipments in 1885 amounted to 190 tons; in 1888 the quantity shipped was 7,300 tons, valued at £3,680. Magnetite is also found at the Queen Charlotte Island, the ore being, as a rule, very pure, an exceptionally good specimen yielding on assay 69.88 per cent. of iron. Very pure ore containing 71.57 per cent. of iron was also found at an island in the Walker Group, Queen Charlotte Sound. Other deposits exist at Sooke Harbor, Vancouver Island, and a number of other places.

THERE are now thirty-one roller mills in the hard wheat region of Canada. There are two mills at Winnipeg, with an aggregate capacity of 1,400 barrels daily; on the line of the Pacific, east of Winnipeg, one mill at Keewatin, with a capacity of 1,600 barrels daily; on the same line, west of Winnipeg, roller mills (one each) at Portage la Prairie, Carberry, Brandon, Oak Lake, Virden, Moosomin; Waseley, Indian Head, Qu'Appelle station and Regina; on the Manitoba and North-Western line, one mill at Minnedosa, one at Shoal Lake, one at Birtle, one at Milford and one at Rapid City; on the Pembroke branch of the C.P.R., one mill at Gretna, one at Morden, one at Boissevain and one at Crystal City; on the South-western branch of the same railway, one mill each at Treherne, one

at Stonewall on the branch so called; one at Plum Creek, on the Souris branch; and mills (one each) at Balmoral, north of Stonewall; at Assessippi, Russell county, Man., at Fort Qu'Appelle, north of the station of that name; at Moose Mountain, south of Moosomin; and at Prince Albert, in Saskatchewan territory—this last being the most northerly roller mill on this continent. — *Winnipeg Commercial.*

THE Hantsport Foundry and Machine Co. is now fully equipped, and machinery is rapidly being turned out. The works are quite extensive, the buildings cover 150x55 feet, divided into five compartments, viz.: foundry, machine shop, blacksmith shop, wood and pattern shop and finishing and paint shop, all most commodious. The pattern and machine shop are fitted up equal to anything of the size in the country, and they claim to have as fine if not finer set of circular saw-mills, cylinder stave sawing machine, self-feed lath machine, shingle and heading sawing machine, and heading turner patterns as can be found in the Dominion. The machine shop is filled with the best and latest improved tools that can be found, and is prepared for heavy work. The foundry will be at work very soon. They are making specialties of Mumford's improved shingle machine and circular saw mill. The shingle machine has been upon the market for some years, and they are now selling on the fifth hundred; the machine has so often been improved that they are now working off the fifth set of patterns. The increase of manufacturing interests in this valley is as it should be, for where there are numbers there are patrons drawn to look for advantages in purchasing. We learn that all our foundries and machine shops are doing well. — *Critic.*

MR. JOHN SIMPSON, Owen Sound, Ont., launched a fine steamer from his ship-yard, May 4th, which was called the *City of Midland*. She is 160 feet long, twenty-eight feet beam and eleven feet hold, hull built of white oak with diagonal steel braces. The *Duty Engine* Company of Toronto, are putting in a 400 horse power compound engine and a Scott return tubular boiler twelve feet in diameter by twelve feet in length. This, it is claimed, will be the most powerful engine outside the C.P.R. vessels, and it is calculated will drive the steamer at a speed of fifteen miles an hour. Mr. F. H. Doty is overseeing this department. Her boilers are being put together in the hold, instead of the customary way of lifting them bodily over the side of the vessel before the upper works are put on. Her propeller is nine feet four inches in diameter. She will be lighted throughout, the state-rooms included, with electric light, the Ball system being used, a special engine being provided to run the dynamo. Her owners claim that her appointments for first-class passenger traffic will be unequalled, even by the C.P.R. steamers. She will be provided with a powerful search light, whose rays will make any object visible at a distance of two miles, an arc electric light providing the illuminating power. This is rendered necessary by the route the vessel intends running on the eastern side of Georgian Bay between Collingwood, Midland, Parry Sound, Byng Inlet and French River, the most picturesque route on inland waters. The vessel when completed will cost in the neighborhood of \$50,000.

THE Oxford Manufacturing Company, Woolen Manufacturers, Oxford, employ about fifty hands. They have recently made several improvements, mainly in the line of excellence of productions. Their patterns are more attractive than ever, while the quality of the cloths, if anything, is an improvement over past years, in which—covering nearly a quarter of a century—the Oxford goods have earned and maintained their high reputation. Inside the mill, however, may be seen some late additions in machinery, viz., automatic feeding machines in the carding rooms, the object of these being to give an evenness of texture to the cloth which cannot be had by the old method of hand-feeding of wool on to the cards. In the finishing mill is a handsome steam press, the use of which effects a saving of some thirty-six hours in the finishing of a piece of cloth, the work being done now in one hour which occupied 1½ days formerly. The output of the mills runs up to about 120,000 yards annually, besides a large quantity of yarn. The quantity of wool consumed is about 125,000 lbs., and no shoddy is used. The waste from the mill is exported, and no doubt often returns in imported shoddy clothing. They have shipped several lots of cloths recently to the Pacific Coast. The bulk of the demand, therefore, is imported goods of finer grades of wool than this country produces. They have lately introduced some styles containing small proportions of imported wools which have been favorably received, but consider it more to the interest of our own country to use the wool we produce than to send their money abroad for foreign wools, which give, perhaps, a finer effect, but not the same durability and satisfaction to the consumer who wants his clothing to stand hard wear and be within the reach of moderate means.