

run now on 50 lbs. steam pressure, which is generated by the heat from two destructors. They run the pumps in two shifts of six hours each per day. They do not get enough garbage at present to run all day and night too, and so they are obliged to use coal under the boilers at night, until the morning collections come in. The cells are fitted with Boulnois & Brodie's patent charging cars. They burn from eight to ten tons per day per cell, with forced draft, supplied by a fan blower forcing air under the grates. They develop about 30 h.p. per cell in this way. Southampton also has recently made plans for increasing its present destructor plant with four new cells arranged on the same lines as these Cambridge destructors, and they are anticipating an addition of 120 h.p. therefrom.

#### THE LATE WM. HASKINS, MEM. CAN. SOC. C.E.



The late Wm. Haskins was born May 29, 1828, at Coolkeno Hall, county Wicklow, Ireland. He was a son of Abraham Haskins, who came from England and settled in the county of Wicklow, and Margaret Fitzmaurice, daughter of Col. Fitzmaurice. Her father and three brothers were military and naval officers; her youngest brother, James, the late Commander Fitzmaurice, having served under Lord Nelson at Trafalgar. Mr. Haskins was educated in Dublin, Ireland, where he studied his profession of civil engineer at Trinity College, under Sir John McNeill. In 1852 he married Catherine Murray, daughter of Hugh Murray, of the county of Carlow, Ireland. He came to Canada in 1852, and obtained a position as assistant engineer on the survey and construction of the Great Western Railway. In 1856 he was appointed city engineer of Hamilton, Ont., which post he held at the time of his death.

In addition to the important duties of city engineer, which Mr. Haskins so ably discharged for forty years, he was frequently called in to confer with engineers in charge of important works in different parts of the country. He was engaged as consulting engineer on the following waterworks systems: St. Thomas, Brantford, Woodstock, Ont., and was employed by the Bank of Hamilton at Ingersoll, Ont., to estimate the value of the waterworks before the town took them over from the company which had constructed them. He was employed with City Engineer Keating, of Toronto, to report on various systems of waterworks at Victoria, B.C.; and he was engineer of the Hamilton and North Western railway on the location of its line.

#### FIRES OF THE MONTH.

July 5th—Miller & Pigot, Basket factory, Stony Creek, Ont.; loss, \$5,000.—July 16th—Lawson's brass foundry, Queen and Lyons streets, Ottawa, Ont.; damages small.—July 18th—A. W. Cooper's copperine foundry, Port Hope, Ont.; damages about \$4,000.—July 23rd—Belleville Box and Basket Co.'s factory, Belleville, Ont.; loss, \$12,000; insurance, \$7,000.—July 27th—The Canadian General Electric Co., Peterboro, Ont. The compound room and brass moulding department damaged, but fully insured.—Howden, Stark & Co., hardware, Montreal; loss about \$50,000.—The Exhibition buildings, Montreal; loss about \$50,000.—Park and Island Railway, Montreal, Power House and equipment, also cars.

## Industrial Notes.

WATFORD'S, ONT., water service has been improved by the addition of a steam fire pump.

A CATHEDRAL to cost \$100,000 is to be built by the Roman Catholics of Charlottetown, P.E.I.

JAS. KING is to rebuild his flour mills at Sarnia, Ont., which were destroyed by fire a short time ago.

THE proposed sewage farm for London, Ont., is to be located on the south side of the river Thames, below the city.

THE Hobbs Manufacturing Company, of London, Ont., is making arrangements to largely increase its premises.

JOHN DAMP has the contract for a \$29,500 enlargement to the Normal School buildings, St. James Square, Toronto.

L. B. MONTGOMERY is suing the Toronto Mineral Wool Company for \$1,000 for injuries received while in their employ.

THE Rathbun Co., Ltd., is building twenty-five cars for the Intercolonial Railway at its car works, Deseronto, Ont.

THE boiler of the sawmill at Warwick, near Sarnia, Ont., exploded recently. No one was injured, but the mill was wrecked.

NOTRE DAME HOSPITAL, Montreal, will probably be rebuilt on a new site more distant from the new east end station of the C.P.R.

THE site and water-power of the Buckingham Pulp Company has been purchased by Walter Williams, of Buckingham, for \$15,000.

T. L. WILLSON promises to extend the manufacture of calcium carbide by the establishment of additional plants at points where water power is cheaply available.

THE medal and diploma awarded to John Abell for his automatic engine at the Columbian Exposition, Chicago, 1893, was on exhibition in Toronto, recently.

THE contract for an iron bridge over the river at Rockwood, Ont., has been let to the Montreal Bridge Company, at \$650. It is to be completed by September 1st.

D. G. LOONIS & SONS, Sherbrooke, Que., have taken a contract from the Gardner Tool Company for the erection of buildings and additions for their works in Sherbrooke.

WOODSTOCK, ONT., will manufacture lighting apparatus for acetylene gas, says the *Sentinel-Review*. There is a successful machine now in use in the residence of F. Maundrell.

DR. A. T. WATT, secretary of the British Columbia Board of Health, has been in Rossland recently investigating the sanitary condition of the town. It is said that water works are to be constructed.

JOSEPH HONSON, chief engineer of the Grand Trunk Railway system, has notified City Engineer Keating, of Toronto, that the company approves of the amended specifications for the widening of the Queen-street subway, Toronto.

THE stock of the Erie Iron Company, of St. Thomas, Ont., valued at \$9,590, has been sold to James Wright & Co., London, Ont., at 26 cents on the dollar. Wright & Co., will continue the works, with William Risdon as manager.

ROBERT DONALDSON & SONS, Montreal, machinists and iron workers, have assigned at the demand of Charles Cushing, with liabilities of about \$23,000. The principal creditors are J. W. Pyke & Co., \$6,314; A. C. Leslie, & Co., \$2,353; C. Cushing, \$3,725; W. Smith, \$1,000.

THE business of Holmes, Moore & Courtwright, manufacturers of staves, Inwood, is to be wound up. The unsecured liabilities are about \$34,000. Mr. Courtwright refuses to sign the assignment, and Van Tuyl & Fairbanks, of Petrolia, have seized the goods to satisfy their execution, holding that no legal assignment has been made.

A WRIT for \$25,000 has been served on the Dominion Construction Company, the T. H. & B. Railway, and E. B. Wingate, engineer, by Bracey Bros., contractors, for work and material supplied for the part of the line between Hamilton and Cainsville. The plaintiffs also seek to have it declared that the final certificate of Engineer Wingate is not necessary before payment of the money called for under the contract for the work done by the Bracey Brothers; also to have Engineer Wingate removed from the position of umpire.