

no special tools to apply, does not burn out and saves time. Packed in boxes containing 100 inches.

The Pedlar Metal Roofing Company, Oshawa, Ont., have sent us a circular having reference to the Pedlar metal shingle manufactured by them. Speaking of the practical features of this roofing, we are told that it embodies a radical departure from old methods, discards all soldered or riveted joints, all tight loop or hook joints; side lock a novelty, being an open loop which, used in connection with many other improvements, makes it exceedingly perfect, easily applied and very cheap. It is warranted to be water, wind and storm proof in any roof where wooden shingles can be used. Ample provision is made for expansion and contraction by heat and cold. Leakage is impossible. Beautiful in design. Improved side lock enables workmen to apply with ease and accuracy, an important feature. Made of Siemen's hard rolled sheet steel, coated on both sides with best oxide of iron and linseed oil, or galvanized. Specialties manufactured by this company are Pedlar's metal shingles, metal coilings and panels, metal crestings, metal lathing, metal brick and metal stone for siding, metal clapboards, etc. Estimates, prices and plans given on application as above.

The Waterous Engine Works Company, Brantford, Ont., recently supplied some of their 48x16 inch grip pulleys to the Sandwich, Windsor and Amherstburg Electric Railroad for use in their power station at Windsor, Ont. The Waterous Company have received a letter from Mr. Erwin Lloyd, engineer of this railroad, in which he says: "In reply to your inquiry re the Grip pulleys furnished the Sandwich, Windsor and Amherstburg Electric R.R., I would say that they have been in my charge since they were put in last fall. The 48x16 has been running continuously since that time, driving our road dynamo, and during snow and sleet storms has been subject to very severe tests. One case in particular, I might mention, occurred one Sunday night when the road was blocked with snow, and we started out a plough with four motors attached. They could only make a short run before getting stalled. They would back out and race at the drift and strike it at full speed. This sudden and unusual load would sometimes almost bring our 150 h.p. engine to a standstill, but the pulley held right up to its work, although I expected to see it or the belt go to pieces every minute on account of the terrible strain. In fact the work was so severe that it loosened the crank pin of the engine. One great feature in your pulleys is that the adjustment can be made at all times without

stopping the shaft, which in our case is invaluable, as we run twenty-four hours per day and seven days per week. On the night in question our engine was at times demonstrating 240 h.p. on the electric indicator."

CANADIAN CHARCOAL IRON.

The Canada Iron Furnace Company, manufacturers of "C.I.F.," Three Rivers charcoal pig iron, whose head offices are at Montreal, and whose works are at Three Rivers, Radnor, Lac-a-la-Tortue and Grand Piles, all in the Province of Quebec, have sent us a circular having reference to the iron manufactured by them, and containing testimonials of some of the users of this iron doing business in Ontario. This circular informs us that the company's new blast furnace at Radnor Forges is now complete and in operation, producing daily from the famous ores found in that vicinity upwards of fifty tons of high class charcoal pig iron. This is a happy revival of what was probably the first iron industry ever established in America, tests of these ores having been made at this place prior to the year 1700, and restores to the Canadian market a native iron, which in strength and purity has never been surpassed by the finest grades of Swedish and Salisbury irons. In the consumption of this iron it will be found that although the first cost of it is slightly higher than that of the best grades of coke iron, yet the saving in waste castings and the loss of work expended thereon effected by its use will alone far more than offset the extra first cost. Besides this, an important factor to be considered is that castings can be greatly reduced in weight from the present standard by reason of the extra strength of this iron, and the saving effected thereby. In considering this question of price, consumers will admit that there is no real economy in using exclusively cheap grades of coke iron. A reputation for producing high grade work pays, and really first-class castings cannot be produced from low grade iron. This iron is especially recommended for the manufacture of castings which are to be subjected to water pressure; also for steam cylinders, electric dynamos, superheating Swedish iron, malleable iron work, agricultural implement castings, high quality stove plate, etc. The harder grades of this iron are invaluable in the manufacture of chilled car wheels, chilled rolls, plow points, etc. The company have used this iron extensively in making chilled car wheels, and they inform us that they have found it to be unequalled by any

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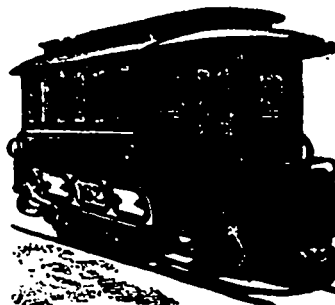
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