

A Wren & Co.'s foundry, Forest, Ont., was burned, March 29th; loss about \$5,000.

John Wheeler, needle maker, Paris, Ont., is asking for exemption from municipal taxation.

J. K. Brydon, Rat Portage, Ont., is to build a business block, part of which will be occupied by the Bank of Ottawa.

Simon Peters Co., Ltd., is to be incorporated to do business in Quebec as general contractors, lumber merchants, etc.; capital, \$100,000.

The Montreal Rolling Mills were badly damaged by fire, March 24th. The business of the company will not be delayed however. The capital of the company will be increased to \$750,000.

M. H. Frost, A. R. Gilbert and J. Brown, Cleveland, U.S.; H. L. Frost, and Clara M. Frost, Welland, Ont., have been incorporated as the Frost Wire Fence Co., Ltd.; capital, \$40,000; chief place of business, Welland, Ont.

C. J. Anderson, P. Stenins, G. Everson and W. A. Carlson, Detroit, U.S.A., and A. Lovett, Colchester, North Essex Co., Ont., have been incorporated as the Walkerville Match Co., Ltd.; capital, \$100,000; chief place of business, Walkerville, Ont.

A. Bell, judge; A. Park, J. Piggott, M. Wilson, Q.C.; E. R. Smith, W. F. O'Hara, D.L.S., Chatham, Ont.; S. A. King, Kingsville, Ont.; R. Aikin, J. I. Wiley, M.D., Dresden, Ont.; T. L. Pardo, and W. D. Samson, Blenheim, Ont., are incorporated as the Western Peat Fuel Co., Ltd.; capital, \$100,000.

J. Hewer, H. H. O. Stull, T. Davidson, W. E. Buckingham, and W. J. Hammill, Guelph, Ont.; A. J. McPherson, Stratford, Ont.; and R. M. Duvall, Springfield, Mass., have been incorporated as the Ontario Seed and Grain Separator Co., Ltd., to make agricultural implements; capital, \$40,000; chief place of business, Guelph, Ont.

Redpath-Reid automatic smoke consumers have recently been supplied by the Jubilee Grate Bar Co., Ltd., to the following among others: A. & J. Clark, Bullock's Corners, Ont.; Dunn Spice Mills, Hamilton, Ont.; Hamilton Times, Hamilton, Ont.; T. Upton & Co., Hamilton, Ont.; Penman Mfg. Co., Paris, Ont.; R. G. McLean Printing Co., Toronto; Verity Plough Co., Brantford, Ont.; Pugsley, Dingman & Co., Toronto Junction, Ont.; Kingdon, Smith Co., and Victor Soap Works, Hamilton, Ont.; P. W. Ellis & Co., Toronto. The company also reports an unprecedented demand for shaking grates.

The Cummer mechanical dryer is approved of by the Fraser River Oil and Guano works, Vancouver, B.C., which writes to the F. D. Cammer & Son company: "The 'F' dryer will easily dry from 50 to 60 tons of fish scrap per day of 24 hours. It is very satisfactory and economical of fuel and labor. It is the best on the market." The Trent Valley Peat Fuel Co. states that a Cummer dryer "evaporated at the rate of 4,565 pounds of water per hour; consumed 414 pounds of combustible per hour: one ordinary workman operates the entire dryer plant. The product obtained is uniformly dried and in excellent condition for pressing."

An explosion occurred at the gas works of the Listowel Gas and Electric Light Company, Listowel, Ont., March 23rd, at 11.30 o'clock p.m. The generator blew up and wrecked the building. The engineer of the works, William Bitton, was in the building at the time, and was carried out before the fire, which at once followed the explosion. He was badly injured, one of his thighs being fractured, and his body being cut and terribly bruised in different places. The force of the explosion shattered all the windows in the neighborhood, and broke plate glass more than a quarter of a mile away. The electric-light plant was in the same building, and was also completely wrecked. The gas company last summer put in a new plant, changing from oil gas to water gas. The insurance was \$3,000 on the gas plant, and \$800 on the electric light plant.

The Smart-Eby Machine Co., Ltd., is at present working on the following orders: Twelve electro reduction baths, two mixing machines 6-ft. by 12-ft., ten steel tanks 12-ft. diameter by 10-ft., one 30,000 lbs. travelling crane, one 30 h.p. boiler fitted with Rodgers patent shaking and dumping grate bars, 350 feet steel shafting with hangers, etc., for the Hoepfner Refining Co; one 50,000 lb. travelling crane, and 800 rain proof pulley blocks for the Hamilton Electric Light & Cataract Power Co; two

alligator shears, each direct connected to its own engine; one $7\frac{1}{2} \times 4\frac{1}{2} \times 10$ outside packed boiler feed pump, ten steel charging buggies, one ladle heater, for the Hamilton Steel & Iron Company, two travelling radial drills with 20 foot arms for the Hamilton Bridge Works Co., one ten h.p. high-speed vertical engine, one 20 h.p. boiler with Rodgers' patent shaking and dumping grate bars, with shafting, pulleys, etc., for the Hamilton City Hospital laundry; one end bending machine for bending extra heavy bob runners, and one stack bender for bending wagon shafts, for F. W. Hore Sons; one eight can drying machine for the Guelph Carpet Mills Co.; one double disk sander for the Ontario Box Co.; one internally fired boiler for Smith & Baker, Dundas, Ont.

Railway Matters.

R. Sheehy, Peterborough, is building the new Roman Catholic church in Campbellford, Ont.

Reid McManus, C.E., is in charge of the ten-mile contract on the P.E.I. Railway, held by his father, J. W. McManus.

The Grand Trunk Ry. Co. has adopted the new Milne cushion truck brake for use on the passenger rolling stock.

The freight bill of the Dominion Iron & Steel Company, of Sydney, C.B., for the month of January, amounted to something over \$82,000, it is said.

The C.P.R. has ordered from the car shops at Perth 100 standard 30-ton flat cars, 200 standard 30-ton box cars, 75 standard 30-ton refrigerator cars for freight service, and 25 refrigerators for the passenger service. The order is to be completed by the 1st of June.

During the present year, the Grand Trunk Ry. Co. intends to expend \$500,000 on the Midland Division, to include a new station at Queen street east, Toronto, a new turn table at the round-house, and the double tracking of the line from Niagara Falls to Hamilton, Hamilton to London, and London to Sarnia.

The Great Northern Ry., for which John Ross, Toronto, has the contract, will be finished by August 1st. The bridge at Hawkesbury will be a prominent feature. One span of the steel work has already been put in position. Forty miles of the road have been operated this winter between St. Jerome and St. Elizabeth, Que.

The Canada Atlantic Ry. shops at Ottawa, in which work was interfered with a short time ago owing to the scarcity of material, have resumed operations, and are now running on regular time. The company proposes to build about seven hundred freight cars before July 1st, and the heavy undertaking will necessitate the permanent employment of a large staff of men.

The Canadian Pacific Ry. is surveying a new route from Ottawa to Arnprior, Ont. The present road from Arnprior to Ottawa, by way of Carleton Place, is almost double the distance of the proposed short line. The proposed new road is to run parallel with the Ottawa river, and between it and the Ottawa, Arnprior and Parry Sound Ry., traversing the townships of Tarbolton and Fitzroy.

Two branch lines of railways are likely to be built in the Ottawa Valley during the coming season, one to be known as the Bancroft and Pembroke Ry., is to be built from the former to the latter place to connect with the Canada Atlantic Ry. at Pembroke, shortening the distance from Pembroke to Toronto over 80 miles. At Bancroft the line would connect with the Grand Trunk Ry. The other is the North Lanark Ry., which will run from Mud Lake on the Kingston and Pembroke Ry. to Arnprior, and there connect with the C.P.R. and C.A. Rys.

The Grand Trunk Ry. will rebuild the International bridge over the Niagara river at Black Rock, below Buffalo. The bridge was built in 1870. The official announcement states that arrangements have been made for the renewal of the superstructure of the bridge, the property of the International Bridge Co., controlled by the Grand Trunk. There are two independent structures. One is the bridge across the Niagara proper, the other across Black Rock Harbor. The bridge