

one engaged in manufacturing. Among the principal articles treated of are elevators worked by hydraulic, belt power, hand power, and electric power, wire wheels, tube scrapers, feed drillers, the Webster vacuum feed water heater and purifier, Webster oil extractor and steam separators, and a number of other machines, etc.

JOHN BERTRAM & SONS, of the Canada Tool Works, Dundas, have been busy this season principally on tools for bicycle manufacturing companies. The new company starting at Toronto Junction, H. A. Lozier & Co., have placed the largest order ever given in Canada with them to equip their factory with lathes, planers, drills, shapers, and special milling machines. Seven car loads have been shipped to this firm, and they still have a large consignment to ship.

We understand that W. G. Walton, of Hamilton, who went to Chicago to witness the test of horseless vehicles, is so convinced of the success of the machines that he is going to organize a company for their manufacture in Canada. Mr. Walton is a good mechanical engineer, and a successful business man, and under his auspices such a company will be certain to pay good dividends. A subscriber to THE CANADIAN ENGINEER writes that he is ready to place an order with any company as soon as they produce a working machine.

THE Clappison Pipe and Boiler Covering Co., Hamilton, Ont., have recently erected a new brick boiler-house, storeroom and chimney to their factory. This is the second addition they have made since commencing to manufacture the asbestos-magnesia covering less than two years ago, and report business as being very brisk, having recently shipped large consignments to Montreal and Maritime Provinces, and orders still on hand unfilled. They also beg to say that the test recently published in THE CANADIAN ENGINEER between mica and magnesia coverings was not their make, but a foreign production and not as good a non-conductor, as it did not contain the same ingredients or layer of porous felt paper, which they apply between the material and outside canvas jacket, which adds more than the difference shown to the non-conducting properties of the asbestos-magnesia covering.

THE attention of our readers is called to the advertisement of the sale of the new and extensive foundry establishment of Wm. Clendinning & Son at Montreal. This is a most favorable opportunity for a firm or company to engage in the manufacture of gas and water pipes, an enormous quantity of which is yearly required for the needs of the cities and towns of the Dominion. The Clendinning stoves are known from Halifax to Vancouver. The firm had recently moved to its new and extensive premises in the St. Henri suburb, where the suspension of its bankers necessitated a stoppage of its business. It is one of the most modern and best equipped foundry establishments in the Dominion, and no such favorable opportunity for acquiring so desirable a property of this kind has been before offered in Canada. The plant has only been idle a few weeks and is ready to start in perfect working order. Kent & Turcotte, Montreal, are the curators of the estate, from whom all particulars can be obtained.

Railway and Marine News.

It is reported that the St. Thomas, Ont., Car Wheel Company is to establish a branch in Austria.

THE expenditure of \$9,000,000 on the improvement of the Erie Canal, U.S., is to be begun at once.

THE Central Railway between Hampton and St. Martin's, N.B., has been closed for the winter.

DURING the coming winter the Rideau Canal near Newboro', Ont., is to be deepened by blasting.

A COMPANY is being formed to place a new steamer on the route between Washadamooc Lake and St. John, N.B.

WM. THOMPSON & Co. have ordered a large ocean steamer from an English firm, to run between London and St. John, N.B.

REID & TAIT, who operate a fishing plant on Lake Winnipeg, will build a steamer at Selkirk, Man., for use in their business.

FORT COVINGTON, N.S., sued the G.T.R. for damages caused by a bridge built over the Salmon River, and was awarded \$3,636.50.

D MCGILLIVRAY, of Vancouver, B.C., has a contract from the C.P.R. for the construction of a branch line along Arrow Lake, B.C.

THE new Canada Atlantic Railway depot in Ottawa on the canal bank facing the post office, will be opened on Dec. 15th, it is expected.

A NUMBER of new lights and buoys have been recommended to be placed in the upper part of the St. Lawrence by the United States authorities.

W. STEWART & SON, architects, have taken out a permit for the building of the T., H. & B. Railway station at Hamilton, Ont. The cost will be \$20,000.

Two hundred miles of the Ottawa, Arnprior and Parry Sound Railway are now completed, and the remaining fifty will be finished before October next year.

ANOTHER coal ferry, somewhat larger than the one running now between Conneaut, Ohio, and Port Dover is now ready for service, on the same line.

THE Grand Trunk Railway has now a considerable force of men and trains at work between Port Dover and Jarvis, putting the track in thorough repair for the new coal route.

THE superintendent and surveyors of the Canada Southern have been over the line from Courtright to St. Thomas, Ont., with a view to extending their line from St. Clair to Port Huron.

THE people of Lindsay, Ont., want the canal basin at that town enlarged, and R. P. Fairburn, of the Public Works' Department, Toronto, has been on the spot taking measurements, etc.

APPLICATION has been made to Parliament by the Winnipeg Great Northern Railway Co. for permission to build a branch line from Portage la Prairie to connect with their proposed main line.

DR. L. G. DEBERTRAM has contracted to build fifteen miles of railroad from Chipman to Newcastle, N.B. The work will be commenced early in December. Sub-contracts are now being let.

THE Chicago & Grand Trunk Railway Co. and its leased lines in the United States are to be consolidated with the Grand Trunk proper. The line will then be under one management from Portland to Chicago.

THE Ottawa Valley Canal is attracting a good deal of attention. The Ottawa Board of Trade has endorsed the scheme, and it has been formally brought before the Ontario Government by an influential deputation.

THE Montreal Transportation Company has laid the keel of a three-masted vessel to be completed this fall at Kingston, Ont., with a capacity of 60,000 to 75,000 bushels. As soon as this vessel is launched, the keel of another will be laid.

IT is understood that Adams & Co., of New York and Bathurst, who have bought the St. Lawrence Lumber Co.'s mill and lands in Gloucester, N.B., will build a railway from the Caraquet line to Tracadie. Subsidies to a considerable amount are available for this branch.

THERE are various reports in circulation about the removal of G.T.R. shops from Brockville and Belleville to Kingston. If they should be moved, Belleville will claim a refund of the \$25,000 bonus which it gave the G.T.R. some years ago to secure the location of the shops at that point.

OWEN MCKAY, assistant engineer L.E. & D.R.R., has completed the survey for the line to connect the C.P.R. and the L.E. & D.R.R. The line taps the C.P.R. at the Miller farm, Yarmouth, Ont., and runs almost direct west, connecting with the L. & P.S. near the bridge across Kettle Creek. It is said that the connecting link may be built this fall.

THE contract for the stone work on the new London and Port Stanley Railway bridge over Zavitz' pond has been awarded to William Gibson, M.P., of Beamsville. The iron superstructure will be erected by the Hamilton Bridge Company, and the whole work will cost about \$2,000. A great deal of difficulty was experienced in finding a suitable foundation for the masonry work.

AT the next session of Parliament a request will be made for an Act to incorporate the Hamilton, Brantford and Pacific Junction Railway, with power to construct a branch line from a point on the Hamilton and Buffalo Railway to the C.P.R. in East Flamboro. The road would be twelve miles in length and would cost \$25,000 a mile. Brantford and Hamilton will both be petitioned for bonuses.

JAMES FINNEY, who has the contract for building some of the bridges on the Erie & Pacific Railway, says he will complete the bridge over the Little Otter shortly, and then commence the construction of the Teal bridge. He will also build a number of small over-head bridges. About 1,000 men are employed on the road, and 400 teams. Six miles of track has already been laid, and the whole work will be completed by the first of the new year.