

EITHER to-day or to-morrow the ship *Titian*, now lying in Royal Roads, will be taken to Burrard Inlet, where she loads a lumber cargo for Wilmington, Delaware. Hers will be the first British Columbian lumber ever shipped direct to an American port on the Atlantic seaboard, and as it is for use in the U.S. naval yard, it will be seen that the quality of British Columbia timber is appreciated by the Government of the United States. In fact, the decision of the Mare Island naval yard was that British Columbia timber for masts, spars, etc., could not be surpassed in excellence, while Washington timber was refused. The export duty on lumber for the United States having been reduced, it is thought that a large and profitable trade to the eastern coast of the American continent can be established, and the *Titian* will only be the first in a procession of lumber-laden ships sailing toward the same destination.—Victoria, B.C., *Colonist*.

THE Royal Electric Company, Montreal, have recently supplied electric plants and appliances as follows:—A 50-light arc dynamo and fifty arc lamps, and a 650-light incandescent plant to the city of New Westminster, B.C.; 100-light incandescent plant to Joseph Paquette, Montreal; two 40-light arc dynamos and lamps to Messrs. Hunt Bros., London, Ont.; 650-light incandescent plant to Peterborough Light and Power Company, Peterborough, Ont.; 50-light incandescent plant to Ingersoll Rock Drill Company, Montreal; 2,000-incandescent light plant and 80-arc light plant to Three Rivers, Que.; 350-light incandescent plant and 15-light arc plant to Richmond, Que.; an additional 30-light arc plant to St. John, N.B.; 650-light incandescent plant to Chatham, Ont.; a new 1,500-light alternating dynamo to Quebec and Levis Electric Light Company, Quebec; 1,200-light alternating dynamo to Illuminating and Motor Company, Halifax, N.S.

MESSRS. GOLDIE & McCULLOCH, Galt, Ont., have recently made sales of their celebrated Wheelock steam engines as follows:—To Messrs. Lamb, Mason & Co., Ottawa; Kincardine Electric Light Company, Kincardine, Ont.; Messrs. Robertson & Stewart, Milton, Ont.; Mr. W. H. Comstock, Brockville, Ont.; Messrs. J. & P. McDougall, Maxville, Ont.; English Portland Cement Company, Montreal; British American Starch Company, Brantford, Ont.; Mr. A. D. Hermeston, Belmore, Ont.; Mr. T. Waterhouse, Palmerston; Don Paper Mills (Messrs. Taylor Bros.), Toronto; Strathroy Electric Light Company, Strathroy, Ont.; Messrs. Scott & Cross, Toronto; Berlin Piano Company, Berlin, Ont.; Austin Manufacturing Company, West Toronto Junction; Mr. W. H. Fowler, St. John, N.B.; Consumers' Gas Company, Toronto; Messrs. Geo. E. Tuckett & Son, Hamilton; Portage la Prairie Electric Light Company, Portage la Prairie, Man.

THE Waderlow Split Pulley Company, Brantford, Ont., claim to have an exceptionally good thing in the split pulley manufactured by them. It is constructed of wood and iron. The rim is strongly made of hard wood, put together in the most substantial manner. The arms are of gas pipe and the hub of cast iron. The use of gas pipe gives a light and strong arm, which, no matter how rapidly the pulley is driven, the company say gives off no wind and reduces the air resistance to almost nothing. Its weight is from fifty to seventy per cent. less than cast iron. It is separable, thereby saving much time and frequently many dollars in adjusting them to the shaft. It has compression fastening, thus dispensing with keys and set screws. The arms are bracing to the rim in all directions. The ends are bolted in the rim, and at the hub they are screwed in, thus making a solid and durable structure. The bushing for these pulleys is made of soft metal, which, when squeezed against the shaft tightly, grips very firmly.

It is rather unusual to find a manufacturing firm suffering as complete devastation by fire as A. Robb and Sons of Amherst, recovering their feet as quickly as they are doing, and even regarding their heavy loss, and the complete destruction of buildings, patterns, machines and tools, which it has taken years to accumulate, as a necessary although rather severe measure to enable them to build more safely and conveniently, so that their business will eventually be on a more permanent basis. They have erected temporary buildings which enable them to employ about two-thirds the number of hands originally employed, and to fill orders without much interruption. Their boiler shop was not destroyed; and as it was fitted with travelling cranes and several new and expensive machines, they are enabled to keep pace with that important and increasing branch of their work. They have a large force of pattern-makers at work, and by the time their new brick machine shop and foundry are complete, next year, they will have improved patterns in all their various departments, which will place them in advance of those who are still using old and defunct patterns.—Halifax (N.S.) *Critic*.

WE have at different times given lists of the new uses to which asbestos has recently been put. Some of these applications of the

wonderful mineral fibre—in which, by the way, Canada has almost monopoly—have not been so practical or valuable as experimenters at first supposed, but a sufficient percentage of these experiments has proved successful to greatly extend the trade. The consequence is that prices of Canadian asbestos remain firm, which mines yielding good fibre are very valuable. No. 1 rock asbestos from the mines at Thetford and neighboring places in Quebec is higher this year than ever, ranging from \$150 to \$175 per ton. This is an advance of about \$50 per ton on first quality. A Quebec contemporary reports sales at \$180 to over \$200 per ton at Templeton, which is a new field for this mineral. For one mine at Thetford a New York company have offered \$500,000, which has been refused. The adoption of asbestos for fire-proof curtain and other fabrics in theatres and public buildings is becoming general, as is also asbestos cloth for clothing by firemen and in factories where workmen have to contend with great heat. For fireproof packing and similar uses it has long been in extensive use. The question occurs whether factories for making asbestos fabrics could not be established in Canada, and the product exported in the shape of cloth instead of in the crude form only as at present.—*Journal of Fabrics*

THE Yarmouth Times rises to remark: "Notwithstanding efforts to discourage, we see on every side of us evidence of the substantial progress of this country in manufactures." The *Times* must have extra good organs of vision. Where does it see all this? Does it mean the manufactures started in Nova Scotia under the fostering influence of the National Policy? Will it be good enough to be specific? Let it talk about our cotton factories and sugar refineries. The above appeared in a recent issue of the *Halifax Chronicle*. The Yarmouth paper in reply says: The amount of capital invested in manufacturing in Nova Scotia is more than three times as much as it was in 1878, and the number of hands employed in factories has increased even more than that. Yarmouth has a dozen factories we did not have before 1878, and fully five times as many hands employed in manufacturing. The industries may be losing money, but Yarmouth people are not given to running business for fun, and the employees manage to spend wages, running into the thousands of dollars every week (where the amount formerly was hundreds), among our retail dealers. While we give Yarmouth as an instance, the *Chronicle* knows that we could give many other towns in the Province which, in manufacturing, have made even a greater ratio of progress. Yet it can find in its heart to stand up on its hind legs now and howl against the claim that Canada is making substantial progress in manufactures.—Moncton, N.B., *Times*.

THE King street subway, in this city, which is now almost completed, is a credit to all who have been concerned in its production. Commencing a few yards west of Strachan avenue, the work extends westwardly 1800 feet, the bridge proper covering 580 feet. The street is sixty-six feet wide, and the subway occupies all of this space. A line of heavy stone masonry five feet thick extends along the middle of the street, the supporting walls on either side being eight feet thick. The spaces between the middle and sides are divided with foot ways, car tracks and roadways for vehicles—on one side for traffic going in one direction only and on the other side for traffic going in the other direction; there being upward of 9,000 cubic yards of masonry built at a cost of about \$92,000. The superstructure resting on the retaining walls and central pillars is constructed entirely of steel girders, surmounted by timber ties for the rails. The weight of girders and bolts is estimated at 1,000 tons. The eastern main girder is itself a monster piece of work, spanning the street diagonally a distance of 223½ feet and weighing seventy-eight tons. The cost of the 1,000 tons of steel and 550,000 feet of timber complete was \$90,000. It was necessary to excavate some 75,000 cubic yards of earth and rock for the subway proper and approaches, at a cost of \$35,000, and the total cost of the work was about \$225,000. The purpose of this subway is to allow of the passage of the trains of the Grand Trunk and the Canadian Pacific railways overhead of the traffic on King street. The steel and iron work in its construction were furnished by the Hamilton Bridge Company of Hamilton, Ont.

WE have at various times given items showing the many new uses to which indurated wood fibre has been put in making goods for use and ornament. During the past three years the E. B. Eddy Co., of Hull, Que., have gone extensively into this branch of manufacture, and like everything they have hitherto undertaken they have made an unequivocal success of it. By a chemical process of preparing the wood fibre from the pulp, they have succeeded in turning out in an extensive scale a great variety of vessels and implements, which are found to be far superior to ordinary wood for every purpose to which they are applied. Among a catalogue of over a hundred different articles we notice pails of all kinds for