

The citizens of Raymond, N.W.T., have subscribed \$24,000 for the erection of a grist mill and elevator. A sugar beet factory is being erected at that place at a cost of about \$500,000.

Up to June 5, the Dominion Department of Agriculture filled orders for supplies for South Africa on behalf of the British War Office to the amount of \$7,500,000. The quantities sent in each case were as follows:—Hay 195,600 tons; flour, 125,815 sacks; beef, 40,776 cases; jam, 11,743 cases; oats, 294,772 bags. Three ship loads of hay are to go forward this month.

Messrs. Fred Thomson & Co., Montreal, received the contract to furnish a 75 k.w. 2,000 voltage generator, two 50 k.w. 40,000 voltage transformers, etc., for the Marconi wireless telegraph station at Glace Bay, N.S. The transformer was attached to a large switchboard having 340 incandescent lamps. The transformer was built to approximately have a capacity for increasing the voltage of a current having a voltage of 2,000, and an

ampereage of 20 to a current with a voltage of 40,000 volts with ampereage of one. When the connection was made the transformer was tested to the enormous voltage of 96,000 volts, over double its specified capacity, and proved a success in every detail. After this test was made, the voltage was "built up," as it is called, by rapidly opening and closing the switch controlling the electric current, until by catching the very crest of the electric wave, as it were, a spark or flame jumped between the opposite poles of carbon points placed twelve inches apart. It was in form like a flash of lightning and apparently about one-half inch in diameter. It requires 120,000 volts to accomplish this result.

From what we can learn the citizens of St. John have displayed a very generous interest in the prospect that Halifax has for the establishment of a steel ship-building industry. Indeed, it may happen that the first steamers turned out of the Halifax yard will be for St. John parties. But the interest need not take

so practical a shape as that for Halifax to be grateful. The garrison city is pleased to know that St. John is glad of the prosperity settling in hereabouts. Halifax, moreover, should be pleased to reciprocate in such kindly feelings, and as St. John is anxious to have her port facilities enlarged by the building of a dry dock, Halifax might well use her influence and help the sister city in her agitation for government assistance. St. John would gladly argue in favor of Dominion subsidies for Halifax built ships. Why should Halifax not put in a good word for St. John's dry dock scheme? The sister city should have a dry dock. Nothing in the world can keep St. John from being a large exporting port if Canada keeps on growing; and if that port is to grow, a dry dock will be an absolute necessity. What the Ottawa delegation has been seeking is to have the government bear three per cent. of the cost, but in asking for that favor, St. John has had in mind the possibility that dry docks may be necessary elsewhere in Canada, and has so framed its request

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