

used an axe or an adze has earnestly done his share in bringing it to a successful conclusion. Mr. Peters concluded by again thanking the men and assuring them of his good wishes, and declaring if the city undertook, as he hoped it would, the completion of the work on the other side of the slip, that they were the men for it.

—Every manufacturer of first quality paving brick is directly interested in establishing a uniform method of testing paving brick, as a matter of self preservation, for uniform tests mean impartial comparison. Hence, it behooves paving brick manufacturers, or municipal officers and city engineers to have a copy of the Report of the Paving Brick Commission. It is a neat book of 110 pages, containing all of the comparative tables and charts compiled for the National Brick Manufacturers' Association of the U. S. by a special Commission, under the direction of Prof. Edward Orton, Jr. The universal adoption of the methods recommended by the Commission will redound to the credit of paving brick and to the profit of the manufacturers. Copies may be had through THE CANADIAN ENGINEER at \$1.00 per copy.

—We have received the fifty-first volume of the Canadian Almanac from the publishers, Copp, Clark Co. Limited, Toronto. Besides being a directory of clergy, militia, Government officials, members of Parliament, county and municipal officers, schools and colleges, barristers and solicitors, and other public men, it is a compendium of information of all kinds relating to Canada. Some of the more prominent departments are: Short History of Canada, Tariff of Customs, Forms of Government throughout the world, Post Office Gazetteer, Masonic Lodges, Miscellaneous Societies, Historical Diary, Life Insurance. Some new features for 1898 are: Short accounts of the British Army and the British Navy, with illustrations; also articles on the English Government, and Extraditions and Pardons. Besides the above, with every copy of the Canadian Almanac for 1898 is presented a map of North America, beautifully engraved and printed in five colors. The price, 25 cents.

—The annual meeting of the Atlantic and Lake Superior Railway was held in Montreal, on the 3rd inst. The President in his report said the arrangement made by Mr. Armstrong with the London syndicate was, for the present, a confidential document; but under the agreement, the company had constructed 20 miles of road between Caplin and New Carlisle, and trains are running on that section. Two parties of engineers are about to start locating the line between Paspebiac and Gaspé. The line as far as Port Daniel, 25 miles long, is an easy section, but between that point and Gaspé several surveys will have to be made before the best route can be selected. The company has also done considerable work between Yamaska and Lévis on the Great Eastern Division, grading being nearly finished between the St. Francis and Nicolet Rivers. Traffic will be open between Nicolet and St. Grégoire, and to St. Angele, opposite Three Rivers, this month. The directors have bought from the C.P.R. the section of the South Eastern between Sorel and Yamaska, including the Yamaska river bridge. This makes a connection with the South Shore Road, and the C.P.R. and United Counties Railway will pay for running rights over it. The section between Yamaska and Lévis will probably be finished before the close of 1898, and wharves, warehouses, etc., will be constructed at Paspebiac, and the Government will be asked to assist in building this port. The section between Rivière du Loup and Metépédia will be 115 miles, or 60 miles shorter than the Intercolonial between the same points. This country is as yet unsettled, but is well timbered and watered, and the soil is rich. The following officers were elected: President, Hon. J. R. Thibaudeau, first vice-president, Hon. Wm. Owens; second vice-president, Hon. V. W. Larue, secretary, E. N. Armstrong; general manager, C. N. Armstrong. The three representatives of the Quebec Government, Hon. V. W. Larue, Jas. Baker, and Chas. Chaput, were continued in office.

Industrial Notes.

F. J. HENDERSON is building a butter factory at Gananoque, Ont.

THE town of Goderich is applying to the Ontario Legislature for authority to spend \$50,000 in building a grain elevator.

THE E. B. Eddy Co., Hull, Que., has, it is said, entered the Diamond Match combination and will greatly enlarge its premises as a consequence.

THE city of Hull, Que., has ordered 500 tons of pipe from the St. Lawrence Foundry Co., Toronto. The pipe will be in sizes running from 3 to 15 inches.

THE Victoria, B.C., Metallurgical Works Co., Limited, has been incorporated.

H. C. MCBRIDE, architect, London, Ont., won the competition by his plan of the Jubilee Hospital for that town.

THE Auburn Woolen Mills, Peterborough, are putting in an improved system of fire protection, and have ordered a number of hydrants, check and gate valves, from the St. Lawrence Foundry Co., Toronto.

THE Hamilton and Toronto Sewer Pipe Co. is now building an up-to-date factory, which will enable them to maintain in future the excellence of their product in the past, in the meantime, stocks on hand are sufficient for the trade till the factory is completed.

ACETYLENE gas is said to be making headway in many parts of Manitoba, particularly at Morden where the apparatus is manufactured. The underwriters' regulations for the use of acetylene are, our readers will remember, much less severe in Manitoba than in Ontario.

THE E. B. Eddy Company, Hull, Que., is adding eight new 5x14 feet tubular boilers to the battery of 24 boilers. The new boilers are to be used as auxiliary to the present water and steam power plant, and will drive some of the small paper and printing machines, and the pumps and engines.

THE Verity Plow Company has decided to remain in Brantford. The company wants \$15,000 for the old buildings, exemption from taxes and free water, an 8-inch main being necessary for the new works. The building they will erect is to cost not less than \$40,000. The company will give \$10,000 guarantee that they will remain in Brantford for five years, and a \$5,000 guarantee for five years longer.

THE property of the Guelph Norway Iron and Steel Company was sold a short time ago for \$9,700 to John Taylor, formerly employed by the company. Forty-eight thousand dollars was invested in the enterprise. Work on the building was commenced in May, 1895, operations began in January, 1896, and the mill ran off and on until May, 1897, when it was closed. The stockholders will lose everything, it is said, and the creditors get about eighty-five cents on the dollar.

A FLOOD was caused at Norwood, Ont., Dec. 15th, when the dam of the pond used to run Jas. Cummings' woolen mills gave way, and coming in contact with Nield's foundry, owned by J. L. Squier, it completely demolished it. Part of the stream entered the woolen mills and did considerable damage. The water carried away three bridges, and hundreds of cords of wood owned by J. Finlay & Son, Squier Bros., and James Cummings.

F. E. DUCKHAM, engineer of the Millwall Docks, London, England, was in Kingston, Ont., recently, with the view of getting the Canadian Engine and Locomotive Works for the building of two Duckham pneumatic grain elevators for the Montreal Pneumatic Grain Elevator Company. The pneumatic elevator, in addition to pumping grain can transmit it horizontally 700 or 800 feet along a pipe to the warehouse and elevate it to a height of 80 feet to various bins. In loading vessels it can, it is said, handle grain at the rate of 150 tons per hour, screening, grading and weighing it in the transmission.

THE organization meeting of the Jacques Cartier Pulp Co. was held December 11th, 1897, when E. Golf Penny, Wm. Law, and W. Currie were elected trustees and Geo. McDonald, secretary, to carry on the business till incorporation is secured. This company will buy the pulp mill at St. Jeanne de Neuville, which has been sold to them by E. Bradley, C.E., for the owner, James Reid, of Quebec. The company proposes to put in new machinery to double the output. American and German experts have viewed this water-power and pronounce it unique, as nature has done most of the engineering work by a natural tunnel underground, about 600 feet long, producing a fall of 65 feet. The future capacity of the mill will be ten tons per day, mechanical.

THE terms of the agreement entered into between Abbott & Co., Montreal, and the city of Kingston, Ont., relative to the removal of the works to that city, have been made public. The company will be given a free site and a bonus of \$50,000; the plant and machinery to be valued at \$250,000 by a board of valuers, who will make their award ten days after the works are in running order. Abbott & Co. agree to carry on the business twenty-five years, and employ during the first year 125 to 150 hands. The pay-roll is to range from \$40,000 to \$50,000. Before the end of the second year the company will employ from 175 to 200 men, their pay-roll to range from \$50,000 to \$60,000. The city will have the first lien on the buildings and plant to the extent of the bonus for the period of twenty years, and the works must be operated 275 days in each year.