

build 113 miles of track from London to Windsor. The company has also been granted permission to sell power with the consent of the municipal councils interested, and to sell light and heat with the consent by by-law of the people. The road must be operated in four years.

The Canadian Street Railway Association recently held their annual convention in Toronto. One of the most important subjects discussed was the efficiency of various fenders, trolley and wheel guards and other contrivances to save life and reduce the number and severity of injuries. A model in wood of a fender resembling the cowcatcher of a locomotive, was shown. It is said to be the most practicable fender for radial lines, throwing whatever may be encountered to one side. The board of officers for the ensuing year were elected as follows: W. G. Ross, Montreal, president; W. H. Moore, Toronto, vice-president; A. H. Royce, Toronto Junction, secretary-treasurer.



INDUSTRIAL NOTES.

The Public Works Department, at Ottawa, has adopted a policy of specifying Canadian cement for use in public works.

The big cement works of the Rathbun Company, one of the first to be established in Canada, at Strathcona, on the line of the Bay of Quinte Railway, are to be closed down at an early date.

A disastrous fire occurred in the business part of Fort Frances, Ont., causing damage estimated at \$200,000, with insurance of about half that amount. Incendiarism is suspected.

Dean & Main, of Boston, have placed an order with the Robb Engineering Company for two large boilers for the new factory of the Walter M. Lowney Company at Montreal.

McLaughlin & Ellis, Winnipeg, have purchased about twenty elevators from the McHugh Christensen Co. They are situated at C.P.R. points and range in capacity from 25,000 to 260,000 bushels.

The contract for the Traders Bank skyscraper, Toronto, has been let to V. J. Head, Sons & Co., 1 Madison Square, New York. The architects of the new building are Carner & Hastings, of New York, represented in Toronto by F. S. Baker.

Engineers W. O. and O. C. Hammant have purchased land in Barton township, Ont., for the purpose of erecting a factory for the manufacture of steel dump cars and cars for mining purposes.

The wood-working factory of Chapell Bros. & Co., Limited, Sydney, was completely destroyed by fire; cause unknown. The factory was probably the best equipped in Nova Scotia. The loss is estimated at \$30,000, on which the insurance is \$7,500.

E. R. Baconbridge, Chicago and Midland, has received the contract to build the Grand Trunk's elevator near Midland. The contract calls for an elevator of a million bushels' capacity to be completed next fall. It is to cost \$500,000.

The Toronto Board of Control has let the contract for the new tunnel for the waterworks extension to M. J. Haney, of Toronto, at \$269,000. The tunnel is part of the million dollar improvement scheme, and is to be used to convey water from the lake under the harbor to the pumping station.

The Grand River Metal Works, Limited, are shortly to leave Galt. This industry has been amalgamated with the Canada Steel Goods Company, of Leamington, and the new company have bought land in Hamilton. A modern factory will be built at once, and the machinery of both companies will be installed.

The Alberta Railway and Irrigation Company, of Lethbridge, has ordered a 175-h.p. Robb-Mumford boiler from the Robb Engineering Company, Amherst, N.S. This makes eight boilers of this type that the company has purchased during the past few years.

A company has recently been formed at Vancouver, B.C. to manufacture a teredo-proof pile covering, an invention of a resident of British Columbia. A pile covered with this material was placed in a very exposed position on the water front three years ago and remains as perfect as when it was first driven.

Final tests of the Canadian Pacific's new grain elevator plant at Fort William, Ont., have been finished, and it is now ready for the reception of wheat. It will be able to unload and store

38,000 bushels per hour and to load into ships at the same time at the continuous rate of 100,000 bushels per hour. Its storage capacity is 6,000,000 bushels.

The application of the Toronto Furnace and Crematory Co., Limited, for permission to locate a foundry and machine shop at the corner of Golden and Silver Avenues has been granted, as was that of the Street Railway to erect a machine and blacksmith shop on the corner of Sherbourne and Esplanade streets.

The Imperial Steel and Wire Co., Limited, will double the capacity of their works at Collingwood at once, making the output fifty gross tons of wire per day. The plant has been running steadily night and day since February last, when it was first put into commission. Additional boilers, engines and machinery will be ordered immediately.

W. R. Townsend, of New York, who some time ago obtained from the New Brunswick Oil Company the right to operate in an area adjacent to Moncton, has begun boring operations. A strong syndicate of New York capitalists are said to be behind him, and if oil is secured, there is expectation that the work will be vigorously pushed.

The Canadian Rubber Company, of Montreal, Limited, has purchased exclusive rights for the manufacture and sale of the "Republic" side wire tires for Canada, and will commence work immediately. This side wire tire is manufactured in the United States by the Republic Rubber Company, of Youngstown, Ohio, and is the latest, and the manufacturers claim, the most scientifically constructed carriage tire on the market. In the United States, the sales of "Republic" carriage tires have reached enormous figures.

Another epoch in the steel industry in Cape Breton was marked on June 14th, when the first rail passed through the rail mill of the Dominion Iron and Steel Company, at Sydney. The machinery worked to the satisfaction of the experts and other officials present. The turning out of the first rail was watched by J. P. Sandberg, an English rail expert, in the interests of the Grand Trunk Pacific, for whom the first order of rails of 25,000 tons will be filled.

Percy Pitman, Ledbury, England, has booked orders for the following Pelton water wheels: 150-B.H.P. for the British Mining and Metal Co., London, for their Devonshire mines; large Pelton wheel for the Glyn Slate Co., for North Wales; high pressure wheel for the Cyanide Plant Supply Co., London, for South Africa; multiple nozzle wheels for A. & Z. Daw, London, for Rio, Mexico, and N. Andrew, Wanganni, New Zealand.

Two hundred practical plate and sheet iron workers are to be brought to Canada from South Wales to be engaged at Morrisburg in the plant which is being established there by the Canadian Tin Plate and Sheet Steel Company. The intention is that these men shall teach the other hands employed there. Among the directors or those financially interested are: N. Lewis, of Cardiff, Wales; Messrs. A. C. Pratt, M.P.P.; G. P. Bull, E. P. Pearson, J. J. Main, and others of Toronto; C. H. Meldrum and J. W. Allison, New York.

The Northern Aluminum Company, Shawinigan Falls, Que., is doubling the capacity of its works, in order to make provision for the manufacture of finished materials, such as aluminum plates, rod and wire. The new buildings required will cost between \$200,000 and \$300,000. These include an additional furnace room measuring 200 by 100 feet, a building to be used for wire mill, measuring 250 by 150, and an office building.

A meeting of the shareholders and creditors of the Laurie Engine Co., Montreal, has been called, to appoint a liquidator. The company was incorporated in June, 1894, with an authorized capital of \$250,000, to take over the business previously carried on by the firm of Laurie Bros. There was not any great amount of cash capital then contributed, and though the business has been an active one, the earnings have always gone into plant extension, and they have nearly always shown more or less strain in the conduct of their finances. Recently a syndicate of the principal shareholders endeavored to effect a re-organization, offering to buy out the general shareholders at a figure, and put in a certain amount of fresh capital, but this scheme has apparently fallen through, and liquidation will follow.