seek to lay the blame of this on the short strike of the workmen, which occurred in the early part of the season, but that is scarcely a sufficient reason. Sydney mines are barely holding their own. Freights are scarce, it is said. Only one vessel in five weeks could be secured to carry from Sydney to Quebec. The output of the Little Glace Bay mines is in excess of last year by fully one half. The shipments last year were a little over 30,000; this year 65,000 tons, it is expected, will be reached. Bridgeport mines are doing fairly, but their shipments will not exceed those of last year much, if any. The second place this year will evidently be taken by Gowrie mines, which is doing a very brisk trade, and which is pressing Sydney mines very hard for first place. *Stellarton (C.B.) Journal.*

Among the recipients of medals and diplomas awarded at the recent Toronto Exhibition we notice the names of some of our friends who were awarded gold medals, to wit: Messrs. J. & J. Taylor, Toronto, for fire and burglar proof safes and safe locks; N. L. Piper & Son, Toronto, for railroad semaphore signals and lamps; American Watch Case Company, Toronto, for gold and silver watch cases; Acme Silver Company and Toronto Silver Plate Company, both of Toronto, for silver-plated ware; and Messrs. Elliott & Co., Toronto, for general excellence of exhibit of chemical manufactures. Silver medals were awarded to Mr. John Patten, Pittsburgh, Pa., for fire escape; James Morrison, Toronto, for chemical fire engine; Nova Scotia Steel Company, New Glasgow, N.S., for steel products, ingots, etc.; Messrs. Booth & Son, coppersmiths, Toronto, for display of plumbers' supplies, etc.; Messrs. Louis Brethaupt & Co., Berlin, Ont., leather; Messrs. Moore & McGarvin, Acton, Ont., and Messrs. H. E. Clark & Co., Toronto, trunks, satchels and valises; American Rattan Company, Toronto, rattan furniture: Messrs. Samuel May & Co., Toronto, billiard tables; Messrs. W. Stahlschmidt & Co., Preston, Ont., office furniture; Barber & Ellis Company, Toronto, bookbinding and stationery; Messrs. M. J. Hynes & Bro., Toronto, terra cotta ornaments; Morse Soap Company, Toronto, toilet soaps: Mr. W. H. Banfield, Toronto, presses, dies, etc., for sheet metal workers; and C. M. Green, Toronto, for brass urns, carriage lamps, etc.

The new buildings of the Canada Screw Company, at Hamilton, Ont., are strikingly different from most structures erected for manufacturing purposes. The main buildings are long, low and broad two story brick structures, covered with a heavily timbered and planked roof. The windows are arranged in couples with mullions in centre, giving an area of glass equal to nearly two-thirds of the total wall surface, very effectively lighting the interior at all points. The ground floor is macadamized and concreted to a solid consistency, capable of supporting extreme weights in every part, thus obviating the customary special foundations for individual machines. The main staircase is also constructed of solid concrete. The second floor is constructed to carry 1,000 pounds to the square foot without deflection—an important consideration too often neglected in order to economize on first cost. The steam plant is of the high pressure non-condensing compound type. The works are fitted with automatic sprinkler heads, connected to the city mains and to a powerful auxiliary pump with independent reservoir, making the fire risk, in the opinion of the underwriters, very nearly free of hazard. The plant is of the best and latest mill practice adapted to a special product and at considerable outlay. Some years since the American Screw Company (the largest manufacturers of the kind in the world) under threatened removal of the duties on screws in the United States, without reduction on their raw material, recognizing the favorable disposition of the Canadian Government, and the possible removal of their industry from the United States, bought the property of the Canada Screw Company, of Dundas, (that company having been unable to compete successfully with their foreign rivals) and transferred a portion of their equipment from Providence, R.I., to Dundas, adding from time to time such additional branches of manufacture as the Dominion required, until the adoption of the new duties, together with free raw material (an advantage denied industry in the United States, but demanded by growing public opinion) has encouraged the Canada Screw Company to properly equip its new works for successful competition with foreign manufacturers in their markets; and notwithstanding the high tariff of the United States this company will have such advantages from free raw material, economy of manufacture and proximity to the western markets of the United States, as to enable them to supply even that market with their screws. There is a large amount of foreign capital invested in these works, and all the advantages of home manufacture is secured, while the price of the product has steadily declined owing to the company's competition, until it is now very much less than when it began operations. This company will introduce the new process of rolling the thread on the screws under the Canada patent of the Harvey process now controlled by the American Screw Company, the English patent for which is said to have been purchased for a large sum by the Nettlefolds, of Birmingham, England. They will also have the right to use the American company's recent improvements on this rolling process, etc.

The Servis Railroad Tie Plate Company of Canada will manufacture their celebrated Servis tie plate both in Moncton and New Glasgow, N.B. The peculiarity of this article consists of a plate about three inches in width and eight in length, with the edges of the longer side turned over about an inch and sharpened. Two holes are punched at the proper distance apart for the spikes. This plate is laid on the tie, its sharpened edges driven into the wood parallel to the grain, the rail is laid upon it and spiked down by spikes driven through the holes in the plate. The advantages claimed for this patent and proved by thorough tests are that the portion of the tie where the strain really comes is by this plate perfectly protected from the weather, the weight is evenly distributed over the entire surface of the plate, and the pressure per square inch on the timber proportionately diminished. The plates have a perfect hold on the timber and no grinding takes place between them and the wood, but all between the plate and the rail. This enables soft wood like cedar to be used for ties, costing on an average about one fourth as much as hardwood ties, such as oak or locust, for the heavy rolling stock now being used. Then, again, on curves the two spikes of the outer rail are tied together, thus giving more than twice the resistance to the pressure and preventing spreading of the rails. Of late years the tendency has been to increase the number of ties to the mile to keep pace with the increased weight of rolling stock. The "Servis tie plate" obviates this necessity, as the crushing weight is spread over a large area on each tie, and therefore fewer ties can be used. It is said that 2,000 ties to the mile with these plates have more surface of timber under strain than 2,600 without plates. They have given great satisfaction wherever used. Mr. Turner, chief engineer of the Fitchburg railroad, in response to inquiries from Hon. Mr. Pope in regard to these plates, said they greatly reduced the cost of maintenance of track. He tried them on a few miles and was so convinced of the saving effected that he ordered them for the railway from the American makers of the plate. They cost him four cents a pound, two pounds to the plate, and he said that he considered they were well worth the outlay. The Manhattan Elevated Railroad Company, New York, gave them a trial, and Mr. Robert Black, road master of that line, declared that even if they cost fifteen hundred dollars a mile he would unhesitatingly use them if building a road, the extra expense being more than compensated for by economy in ties and prevention of accident. The company can turn them out at a cost of three and three quarter cents per pound, which, allowing 2,600 ties to the mile, would only add about $400 to the cost of the road per mile, and this would be amply repaid by the saving effected by their use, not to mention the safety and security rendered to life and property. In consequence of the reports received from the experts mentioned above, and others, the Dominion Government has ordered 100 miles to be laid with these plates as a preliminary test. This hundred miles contract was completed some days ago, the work being done by the Nova Scotia Steel Works at New Glasgow, which employed machinery especially erected for the purpose. Mr. Graham Fraser, of the Nova Scotia Steel Works, New Glasgow, N.B., is manager of the new company. In addition to the United States and Canada, patents for the plate have been taken out in the United Kingdom, Belgium, France, Germany and Russia.

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