

THE Ames Holden Co., operating a shoe factory at Montreal, and branch wholesale stores at Winnipeg and Victoria, has recently purchased the shoe factory at Victoria, B.C., owned by W. Heathorn. This is quite a large establishment, giving employment to about 75 men. It is understood the Ames Holden Co. will greatly increase the capacity of the Victoria factory. Mr. Heathorn owns a tannery at Victoria, which he will continue to operate.

THE St. Catharines Saw Works, at St. Catharines, Ont., of which the R. H. Smith Company are proprietors, under the new management, have increased its output fully fifty per cent., and its working force over one-third. They claim that their sales of cross-cut saws—despite the mild weather—have been largely in excess of any former year, and their export trade has largely increased, while their Canadian customers have, in many instances, lately duplicated their orders.

MESSRS. S. R. FOSTER & SON, St. John, N.B., manufacturers of tacks, shoe nails, cut nails, etc., claim that they were the first manufacturers in Canada to introduce polishing machines into their works. Their works are embraced in a four-story high brick building, 100x88 feet, in which are employed an average of fifty hands. Their products cover a range of over 300 varieties of goods, and their annual consumption of iron, brass, zinc, copper, etc., is about 100 tons per month.

THE Victoria Wheel Works, Galt, Ont., Mr. R. Scott, proprietor, was established in 1860, and is one of the oldest in its special line in Canada. Carriage wheels and all kinds of carriage woodwork are turned out at the rate of from 250 to 300 car loads annually. The factory is a large stone building, equipped with the best and most improved American machines in use, is driven by steam power, and gives employment to 50 hands. The goods are mostly all absorbed in the Dominion.

MR. J. L. MUDGE, travelling agent for the Anthracite mines, Banff, Alberta, have recently visited San Francisco, in the interests of the company. The capital stock of the company has been increased to \$500,000 (formerly \$250,000), and arrangements are being made to work the mines on a more extensive scale than previously. The bulk of the coal will go to San Francisco. Dockage accommodation has been arranged for at Port Moody, where the coal will be transhipped to vessels.

TWENTY tons of saw-mill machinery arrived from the Hamilton Manufacturing Company, of Peterborough, Ont., imported by Messrs. F. G. Strickland & Co., of this city, for A. J. Bovill, who is building a new saw-mill at Langley. This consignment is the complete machinery for a saw-mill—not a bolt, nut or screw being absent, and it is the first complete mill ever brought into the province. Mr. Bovill's mill will have a capacity of about 30,000 feet per day.—*Victoria British Columbian*.

THE Grand Trunk Railway Company are preparing to make a practical experiment with the electric car heating apparatus invented by Mr. Roe Fuller, an employe in the Grand Trunk shops at Portland, Me. It consists of a dynamo placed in the baggage car, power being taken from the moving axles. A metal bar is placed in a tank of water in each car. Pipes from the tank extend all round the car. The metal bar is to be heated by an electric current, thus heating the water in the tank and pipes.

TWENTY flat cars are now under construction for the Island railway at the shops at Russell's station. They will cost \$12,000. The coaches were all repainted a short time ago at a cost of \$3,000. As soon as the reserve question is definitely settled, it is understood that extensive workshops and bunkers will be erected on the reserve, besides large coal bunkers for supplying the city and steamer trade.—*Victoria, B. C., Colonist*. This is the railway on Vancouver Island, connecting Victoria and Nanaimo.

THE stove founders of the Maritime Provinces held a conference in Amherst, N. S., Jan. 13, to agree upon living prices. They represented an output of \$300,000. It appears that many Nova Scotia foundries have been doing business at a loss, though New Brunswick foundries, which have more generally maintained prices, have made fair profits. In view of the increase in the cost of iron, an advance in the present prices will be necessary, and an adjourned meeting will be held in Halifax to consider a price list.

MR. A. PUGH, manager of the anthracite coal mines at Banff, Alberta, states that at present coal is being taken out at the rate of 100 tons a day; but the mining gang will be increased to such an extent that the output will be 500 tons a day. He says even this will likely be increased, as the company have ready sale for all they can turn out. It is being shipped to the Pacific coast, where the demand is good.

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Instead of the company shipping the coal, they just mine the coal and lay it down at the track for \$5 a ton. The purchaser does the shipping and attends to the rates.

SEVERAL practical tests at Golden have shown that the slate from the Walter Hogg quarry is a first-class roofing slate. The men who are expending large sums of money in business blocks and residences at Victoria, Vancouver and Westminster, would add another industry to those of our province if they aided in opening up this quarry. At present, roofing slate has to be brought from Quebec, and is too expensive to be generally used. The quarry is distant but six-and-a-half miles from Golden, and is within a few yards of the C.P.R. track.—Donald, B.C., *Truth*.

MR. KEELY now explains, in speaking of the action of his motor, that "By means of negatized axial centres of atomic envelopes, the projecting rays of neutral ozone may be collected and caused to oscillate, as it were, in reciprocal sympathy with the automatic envelopes