

The Petrolia Packing Company's plant was destroyed by fire on November 1st.

The Jenckes Machine Co., Limited, of Sherbrooke, Que., has recently shipped a 14 in. x 20 in. double drum Lane friction winding engine, drums 72 in. diameter by 36 in. face, to the Dominion Coal Co., Limited, Glace Bay, C.B., and is at work on a single drum hoist of the same size for the same company.

The H. K. Wampole & Co. have changed their order previously given for the engine for the new factory in Perth for one with a third larger capacity. The company will generate their own electricity, installing a plant of their own. Parts of their machinery is ready for shipment, and is equipped with the Chapman roller ball bearings.

An alliance of great benefit to the "Soo" industries has been formed between the Lake Superior Corporation and the Canadian Pacific Railway. The big railway is now getting over \$100,000 a month for hauling the business of the different subsidiary companies of the Lake Superior Corporation. In return, the Canadian Pacific has become the largest and one of the most profitable customers of the steel rail mill of the Algoma Steel Company.

The Westinghouse Machine Co., of East Pittsburgh, Pa., has within the last few weeks booked orders for more than seventy-five steam engines, aggregating 10,764 h.p. Of the different types of steam engines manufactured by this company, 5,040 h.p. of marine type were sold, 2,740 h.p. of compound steam engines, 1,823 of standard, 801 of junior, and the remainder of Corliss. The largest single order during this time was received from the Tahuantopee Railway, of Mexico, for four 16 in. and 34 in. by 16 in. marine type engines and two 8½ in. by 8 in. standard engines for equipping their Salina Cruz and Coatzacoalcos power houses.

The Jenckes Machine Co., Limited, Sherbrooke, Que., has received an order from the Granby Consolidated Mining, Smelting and Power Co., Phoenix, B.C., for a 150 h.p. double drum electric hoist. The dimensions of the drums, which will be conical in shape, are 7 feet diameter at the larger end, 5 feet diameter at the smaller end, and 5 feet long. By means of friction clutches each drum can be operated independently of the other, and both drums are also controlled by powerful brakes. The capacity of this hoist is a load of 10,000 lbs., raised at a rate of 700 feet a minute, and the shipping weight is in excess of 50,000 lbs.

It is announced that the Pratt & Whitney Company has purchased a plant in Dundas, Ont., for the manufacture of its full line of small tools—taps, reamers, milling cutters, punches, dies, etc. This building is a modern structure, and the power plant is already in place. The machinery equipment is being got ready at Hartford, and will be sent on and operations begun immediately. The plant, we are informed, will also include a department for manufacturing a full line of twist drills, an elaborate equipment of special machinery having been gotten ready for the purpose. The location of the factory is near that of the John Bertram & Sons Company, which, as has been announced, was recently purchased by the Niles-Bement-Pond Company.



## MARINE NEWS.

The Dominion Government is being urged to construct a new dry dock alongside the present one at Levis, Que., 1,000 feet long, and considerably wider than the present one.

There is every indication that Fort William harbor will be open this year until December 15, or ten days later than usual. For the first time in the history of the port an ice-breaker will be stationed there.

The Richelieu and Ontario Navigation Company is opening up a new line route from Quebec to Tadoussac via the North Shore, calling at the usual North Shore points with the addition of Isle au Coudres, St. Simeon (St. Catharines Bay.)

The Georgian Bay canal surveying party which has been stationed on the Manitou Islands, has moved its quarters down to French river.

The steamer "Philip Minch" has been chartered at Fort William by merchants of Winnipeg to load three hundred and forty thousand bushels of wheat. This will exceed the largest cargo that has hitherto been carried out of Fort William by over 50,000 bushels.

It is rumored that the C.P.R. have purchased the steamers "Huron," "Monarch" and "Saronic" from the Northern Navigation Co., and that these steamers will be operated in connection with the company's present line, giving an almost daily service to the head of the lakes.

It is understood that the Minister of Public Works is likely to accede to the wish of the different power owners and favorably consider the proposal made for the construction of a series of dams to regulate the water-flow of the Upper Ottawa.

Engineers for the waterways commission say that the use of 4,000 cubic feet of water at the Soo per second, would lower the level of Lake Superior about one-fifth of a foot and that the use of 6,000 cubic feet would lower it one third of a foot.

The 24-inch hydraulic suction dredge "Northumberland," was launched from the yards of the Polson Iron Works, Limited, Toronto, on October 30. The "Northumberland" represents the most modern practice in hydraulic dredges, and is capable of dredging in 40 feet of water.

Work is progressing rapidly on what is known as Lock No. 1 on the Lachine Canal. The work of constructing this lock and also Lock No. 2 has been going on for the past three years, and is now about completed. The locks will be open to navigation on the first of May next.

Dr. W. F. King, Chief Astronomer of Canada, and Mgr. Laflamme, C.M.G., of Laval University, are making an investigation into the geological conditions of the bed of the famous cataract at Niagara Falls with a view to recommending a plan for the best means of preserving the formation.

A new steamer is to be built by the Pacific Coast Steamship Company for freight purposes entirely. It was announced Saturday that bids would be received for a wooden vessel capable of carrying about 1,500 tons of freight. She will have no regular run, but will be used where there is the greatest demand for tonnage.

Two engineers have been sent to Winnipeg river to work on the Great Falls power project. They represent the Chicago capitalists who have purchased \$6,000,000 of the bonds of the company. Preliminary work was begun at the site of the proposed power dam some time ago, and it is the intention of the company to increase the force of men and prosecute the construction of the works as rapidly as possible.

It is learned that the Algoma Consolidated Companies are negotiating with the Collingwood Shipbuilding Company for the construction of a new steel steamer. The proposition is to build a steamer 550 feet in length, with 56 feet beam and 28 feet in depth, of ten thousand tons burthen. The engines and boilers are to be modern in every particular, while the boat would be equipped from end to end with every convenience for quick dispatch.

J. F. Fraser, Commissioner of Lights of the Marine Department, left Ottawa on October 23rd for the Pacific coast, and will be absent about six weeks, and will inspect all the aids to navigation. On his return a complete scheme of the improvements required in the lighting of the coast will be submitted to the light-house board. Mr. Fraser has charge of the re-lighting of the St. Lawrence route. A second order quick-flashing light, the first of the series of new coast lights to be provided, was put into operation on October 20 at Gannet Rock, Bay of Fundy.

Twenty-thousand dollars is the amount estimated as the cost of repairing the Peterboro' hydraulic lift lock, by reason of a leak which has developed in the embankment of the upper reach. Water has been percolating through the embankment, which has been built up, and the condition