

# New Works of the Dodge Wood Split Pulley Co., at West Toronto Junction.

We take much pleasure in giving special mention and a partial description of the above enterprising company's new works which have lately been erected at West Toronto Junction. The site selected is on the north side of C. P. R., track, covering an area of some 4 1/4 acres, which gives every facility for the shipping and receiving of stock, having special sidings for that purpose. The works, consisting of main building, 250x54, three stories, with annex 80x60, large store house, machine and blacksmith shops, &c., all of solid brick, having been erected especially for the manufacture of the Wood Split Pulley, and are completely equipped in the most modern and substantial manner.

Entering the annex we find the Engine Room, a model of completeness in itself, and are at once attracted by a beautiful and practical illustration of the Transmission of Power by manilla ropes, a system now very popular in the United States and Great Britain, and being largely adopted in this country through the efforts of this company who make that their specialty. The power is taken from the 13ft grooved fly wheel of a handsome 100 H. P. compound engine, and conveyed to the 250 feet of main line shafting by means of 11 wraps of 5/8 rope running on to a 63 grooved pulley, which with the lighter pulley on travelling carriage and necessary idler and winder, constitute the main drive which runs the shaft at 300 revolutions per minute and drives all the machinery in the factory. In addition to the main drive there is a second transmission from engine shaft upright to counter shaft, from which is driven the mammoth Sturtevant Fan. This fan, with the heater attachment, supplies all the hot air necessary for the heating and ventilation of the whole factory and dry kilns. It discharges 82,000 cubic feet of air per minute at 250 revolutions per minute, and requires 18 H. P. to drive it. The boiler is a "Field Stirling" water tube safety boiler, having a working pressure of 165 lbs and 125 H. P. capacity. In this building we also find the dry house, which holds 60 M.

feet of lumber, all on trucks of 4 M. feet each, and arranged so that as soon as a truck is passed out for use, a fresh one is pushed in from the other end, thereby keeping the kiln constantly full. The loaded truck of dried lumber is carried on an auxiliary car into west end of main building and deposited close to the large endless bed surface planer and planed, then passed to the cutting up saws. We have now passed from annex into main building and are shown the direction in which the lumber travels after leaving the planer. We find that all arm and bushing stock courses down one side of the large ground floor while the rim stock goes down the other side. In this way the work is systematically classified, each man and machine having his special portion of the pulley work to do. The pulley as it now appears, has reached the last end of 1st floor, and is taken on elevator to next floor, where it commences to travel westwards, passing through the different stages it arrives at west end of second floor, when we find it a "Dodge Wood Split Pulley," ready for the paint shop. It is now taken in on elevator (at that end for the purpose) to paint shop on 3rd floor, where it is thoroughly filled with a patent specially prepared filler, painted and varnished, and afterwards wrapped with special wood wrappers, size marked on end and is ready for shipment.

The machine shop is completely equipped for all iron work necessary in the making of Iron Centre Grooved Pulleys for rope transmissions, turning, shafting, belt, and nut cutting, tapping, smithing, &c.

The dust arrester and shaving service, which works most effectually, depositing into the vault in boiler room, is also worked with a Sturtevant Fan.

The works throughout have been constructed with a view to being considered "Standard" by the Fire Insurance Companies, all elevators and stairways being bricked in from ground to roof, and all doors iron covered. Each flat is provided with two fire plugs and 100 feet of 2 in. hose, also 3 bbls. and 20 pails kept constantly filled with "salt" water.

The company holds eleven Canadian Patents, and

the factory has a capacity of about two hundred pulleys per day without working overtime.

The article itself many of our readers have no doubt had an opportunity to try and benefit by the practical use of the Dodge Independence Wood Split Pulley, now a password in almost every factory and mill in the country. To those who have not used them we say get the company's special guarantee, which reads as follows.

"Every pulley made shall be in every respect as represented. The maple face pulley in every case to transmit from 25 to 60 per cent. more power with the same belt than any other iron pulley made with the like tension of belt. The compression fastening guaranteed to be perfect, the compression of wood and iron guaranteed to hold stronger than set screws in any case and to be the most perfect fastening ever invented. To summarize. Satisfaction entire guaranteed. Any pulley found defective and not as represented may be returned at the expense of the company. Any party skeptical as to the merits of the Dodge Wood Split Pulley, and who means business, will be allowed 30 days trial and to return at the Company's expense if then not found satisfactory."

The entire construction and fitting up of this model establishment has been under the direct supervision of Mr. Samuel May, the President and Manager, to whom too much praise cannot be given for his untiring zeal in placing his company in a position to supply the power users of Canada with an article which has long been so universally popular on the other side of the line.

Correspondence and orders should be directed to the office of the Dodge Wood Split Pulley Co., which remains at 89 Adelaide Street, West, Toronto.

THREE very large driving belts are being made by Robin & Sadler, of Montreal and Toronto, for the new engines of the Royal Electric Co. Two of the belts will be 32 inches and one 38 inches wide and each about 100 ft. long, made of double leather.

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