

**Modern Fire Resistors.**

Continued from page 15.

main open, closing only in case of fire.

Recent great conflagrations have fully vindicated the claim of "Kinnear" steel rolling doors to pre-eminence as a fire stop, and when placed side by side with various other forms of fire retardants they have in every case remained in place, even after the others were destroyed. Nevertheless, it must not be supposed that other considerations have been put aside in making them fireproof. It has been briefly pointed out above how applicable these doors are to all forms of buildings.

It must also be noted that many buildings have been equipped with them, irrespective of their fireproof qualities, in view of their ease of operation, economy of space, strength and durability. Street railway car barns, grain elevators, freight warehouses and sheds would be better equipped with these doors, even if there were

no possibility of fire to be considered. Not only that, but the same style of door can be made in wood if desired. These meet the demand for round-houses and other buildings where wood is preferred and where a fire-proof door is not essential. They are also adaptable to use as interior doors and partitions, particularly where economy of space is desired.

**Death of Thos. Murray.**

Mr. Thomas Murray, of 44 Rose avenue, this city, died last week after an illness of several months, at the age of seventy-nine. Deceased was born in Canonbie, Dumfriesshire, Scotland, and came to Canada in the year 1852, settling at Niagara Falls, where for many years he was connected with the old Great Western Railway, and to the last generation probably no man was better known in the Niagara Peninsula.

About the year 1875 he left the railway company to become a member of the firm of Lobb, Dawson & Murray, contractors for public works,

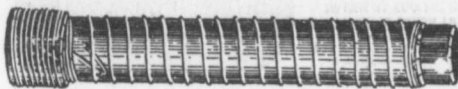
and removed to Thorold, and afterwards to St. Catharines, where he resided for some years. Besides other contracts the firm built a large section of the Welland Canal, including the railway tunnel.

For some years after this Mr. Murray had large lumber interests in Northern Michigan, retiring from that later and opening and operating stone quarries in Pelee Island and the Credit Valley, continuing at the latter place up to the time of his death. About twenty years ago he removed from St. Catharines to Toronto, where he has since lived.

**To Memorialize Government.**

A resolution is being framed by the Executive of the Labor party to be forwarded to the Government protesting against the selling of western lands to railway companies and speculators and holding that the bona fide homeseeker should be given more consideration.

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