

dril, or mandril and bushes, being exactly the diameter of the centre opening, the pulley halves will be slightly separated at hub and rim before the clamping bolts begin to act, and said slight separation at the rim will be closed by the action of the clamping bolts.

Having been securely clamped to the mandril which may be a part of the lathe, if desired, the pulley is finished by turning its face and edges and is then balanced.

All the pulleys above 20 inches in diameter are provided with stay bolts running through the arms near to the rim and back into the rim where they are securely anchored by malleable iron anchor nuts.

Pulleys of large size or designed for extra heavy duty are strengthened by stub arms.

This completes the story of the pulley which has revolutionized the practice of the world.

The monetary value of this invention to the manufacturers of the world, and through them to the consumers of manufactured products is simply beyond computation; but may be dimly understood when it is considered that before this invention every pulley was made to order, which meant a delay anywhere from one day to a week or more, and this delay frequently meant the shutting down of a factory, or some part of it, for that length of time. In consequence of this invention, any ordinary demand for a new pulley can be supplied at once from the stock of some neighboring dealer, and there is only the delay of an hour or two instead of a day or more.

But the delay in getting a pulley was only a part. Taking down a section of shafting, stripping the pulleys off, putting on the new one and replacing the old ones, frequently required more time than was occupied in getting the new pulley. All of this is saved by this invention, since a Dodge pulley may be put in place in a few minutes without removing the shaft from its hangers.

And a pulley of almost any size and capacity can be had from the Dodge Company or any of its authorized agents at once from stock.

The genuine Dodge pulleys are all labelled with the company's registered trade mark as a safeguard against imitators and infringers.

The extensive works of Dodge Manufacturing Company, of Toronto, Limited, are located at Toronto Junction, where the ample piling grounds and dry kilns in connection with a thoroughly equipped works, and complete railway facilities enable the Company to economically handle their large output. The business offices and city warehouses are at 74 York Street, Toronto.

The Company also have agencies and stocks at all the leading centres throughout the world.

M. Lethoule, an electrical engineer from Paris, France, has been visiting Quebec province examining its water powers, especially with a view to estimating the advantages for electrical developments there. His information, it is stated, is being collected for a department of the French Government. This official presentment of the advantages which the province offers for the application of electricity to the industrial purposes is expected to influence French capitalists favorably toward Canada, and especially toward Quebec, the province covered by his inquiries. M. Lethoule expects to return to Quebec and spend a year there studying its resources.

The B. Greening Wire Company, Hamilton, Ont., will make large additions to their works.

ACTIVE SOLICITORS WANTED EVERYWHERE for "The Story of the Philippines," by Murat Halstead, commissioned by the Government as Official Historian to the War Department. The book was written in army camps at San Francisco, on the Pacific with General Merritt, in the hospitals at Honolulu, in Hong Kong, in the American trenches at Manila, in the insurgent camps with Aguinaldo, on the deck of the Olympia with Dewey, and in the roar of battle at the fall of Manila. Bonanza for agents. Brimful of original pictures taken by government photographers on the spot. Large book. Low prices. Big profits. Freight paid. Credit given. Drop all trashy unofficial war books. Outfit free. Address: H. L. Barber, Gen. Mgr., 356 Dearborn Street, Chicago.



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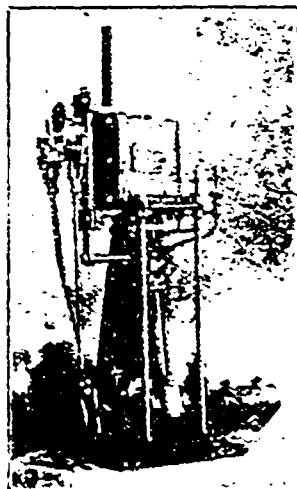
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