

REVIEW OF THE METAL TRADES.

MONTREAL, May 1st, 1894.

There has been a pretty fair local demand in some lines during the last week or two, since the opening of navigation, especially in wire, which is in such demand in the spring. Little is doing, however, in the pig iron and heavy metal trades. Uncertainty with regard to the tariff still blocks the way, no one knowing whether to buy on the new rates, or to wait until the duties are changed once more, or altered back, perhaps, to the old schedule. Prices remain practically the same, excepting for the slight advantage gained from freight differences.

THE Banner File Co., Almonte, will add new machinery.

MR. BOLTON has started a sash factory at Salmon Bay, B. C.

ISAAC OLIVE has been appointed inspector of hulls at St. John.

THE Sydney and Louisburg Railway is having new 80-lb. rails laid.

A SYNDICATE is doing some preliminary work on the newly discovered nickel ground at Trill, Ont.

THE Dominion Government will likely build a new cruiser for the protection of fisheries, at a cost of \$75,000.

WORK has been resumed at the old manganese mine at Chemical Hill, near Hopewell Hill, N.B., by Benj. Fales and others.

PLANS are being prepared for the construction of the City and Suburban Electric Railway from Toronto Junction to Weston.

THE Montreal Electric Street Railway Co. will erect a building for the reception of motor cars on St. Denis street, at a cost of \$14,000.

THE new marine railway in Esquimalt, B.C., is complete, and the first test was made a short time ago and appeared satisfactory. W. F. Bullen is the manager.

THE Garlock Packing Co., who have recently removed to new premises, 33 John st. north, Hamilton, report business better during the last three months than for a long time past.

JAMES SHERIDAN, the well-known Montreal contractor, died a few days ago at the age of 73. During his time he carried out a deal of Government and corporation work.

MR. NICKLIN, of Stewarttown, Ont., has formed a joint stock company for the purpose of establishing a tannery at Georgetown. Buildings are now being erected for that purpose.

THE C.P.R. agrees to spend \$100,000 on the Montreal and Ottawa Railway, on the portion lying west of Point Fortune, within eighteen months, and within thirty months another \$100,000.

MR. MUMFORD, of Dartmouth, N.S., has purchased R. Brownell's foundry and machine shop, at Oxford, N.S., and will add considerably to its plant. He will, perhaps, also add forge works.

THE C. P. R. have decided to erect four new piers for the bridge over the Grand River, at Galt, Ont. At present the bridge is 750 feet long, in five spans. The new piers will reduce each span to 75 feet.

THE bill for the incorporation of the St. Clair & Erie Ship Canal has passed. The proposed canal, which was described in this paper last year, will save 56 miles for vessels bound from Lake Huron to Lake Erie.

A FIRE occurred a few days ago in the yard of the Western Ontario Lumber Company at Rat Portage, Ont. Ten million feet of lumber were destroyed. Loss about \$125,000, insurance, \$80,000. It is believed that the fire was of incendiary origin.

WHIPPLE & COOPER, brass foundries, Hamilton, are now putting on the market a new metal specially adapted for car journals and similar work. It is called the "999" mix, and is being adopted by leading railways.

JOHN STARR, SON & CO., Ltd., of Halifax, have not only sold the "Starr" incandescent lamps all over Canada, but have recently built up quite a trade in South America. These lamps are neat in appearance, and the curled filament adds to their attractiveness.

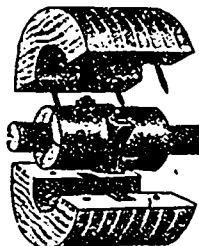
FOR the excellent photographs of the interior of the Civil Engineers' Society's rooms, and the group taken in front of the building, we are indebted to J. W. Heckman, B.E. Mr. Heckman is an expert photographer, and has taken many hundred views along the railways with which he has been connected as engineer. The souvenir will be appreciated by members of the society.

THE St. Alban, St. Casimir and St. Anne bridges were carried away in a flood which ensued a few days ago after a large landslide near St. Alban, Que. About six miles of solid earth fell into the St. Anne River, which was diverted by this means some miles from its old course.

THE Burrell-Johnson Iron Company have just had the S.S. "St. Pierre" on their slip at Yarmouth for repairs. They built the "St. Pierre" nine years ago, and she has never had a regular overhauling in all these years till now, though constantly afloat. She is a steamer of 500 tons, and has been running during this time between St. Pierre and Halifax. Her record speaks well for the work of the Burrell-Johnson Iron Co.

HORACE R. RIDOUT, Montreal, writing us concerning his "Stick Fast" belt dressing, says: "Stick Fast" is meeting with great success amongst all classes of manufacturers, electric light companies, machine shops, cotton and woolen manufacturers, boot and shoe manufacturers, saw and planing mills, and in fact any place where they have belting. Large quantities have been sold in Quebec City within the last few days amongst all kinds of manufacturers. "Stick Fast" is manufactured by Horace R. Ridout, Montreal, and Alonzo W. Spooner is the agent for Ontario and Western Canada. Blackadar and Lear are the agents for the Lower Provinces.

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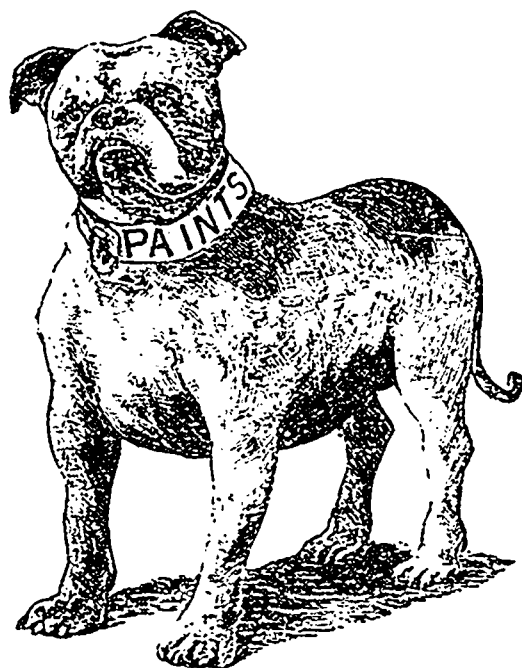


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