

giving at its minimum about 15,000 h.p. under a development of 138 feet over the water wheels, the total fall being over 150 feet.

Here Mr. Willson proposes first, to develop 10,000 electrical h.p. on the Ship-Shaw, and a second development of 100,000 h.p. on the Saguenay, leaving a further possible power development on the Saguenay of over 100,000 h.p. When the Saguenay power is developed, this will be an excellent location for wood pulp manufacture and paper mills, as it is the centre of the finest pulp wood districts in the world. There would be also power to spare for renting to other industries, and being on tide water, and having a railway running to the works, the location would afford a most advantageous situation for manufacturing industries. The development of 10,000 h.p. in the Ship-Shaw is now proceeding.

Industrial Notes.

Edmonton, N.W.T., will build a hospital at once.

The Brockville Peat & Power Co. will install a large drier.

Graham & Johnston have moved their file works from Almonte, Ont., to Toronto.

The Toronto Cold Storage Co. has increased its capital stock from \$50,000 to \$100,000.

The Winnipeg mill, of the Ogilvie Milling Co., is being enlarged to 3,000 barrels' capacity.

The Manitoba Cream Separator Co., headquarters, Winnipeg; capital, \$75,000; is seeking incorporation.

Murney & Baechler, sawmill, Sarnia, Ont., will install a large engine, and are now looking about for one.

The Henderson Bicycle Company, Ltd., has changed its name to The Goderich Engine and Bicycle Company, Ltd.

Sydney, C.B., town council has voted \$200,000 for sewerage, water system, fire department, sidewalks, and schools, etc.

R. H. Bogart, formerly with the Rathbun Co., Deseronto, is foreman for the Canadian Wood Specialty Co., Orillia, Ont.

The Northey Co., Ltd., has been incorporated to take over the business of the Northey Mfg. Co., Ltd., of Toronto; the capital to be \$350,000.

The N. L. Piper Railway Supply Co., Ltd., has been incorporated to take over the business of Noah L. Piper & Son, Toronto; capital, \$40,000.

The Dry Dock & Wrecking Co., Collingwood, Ltd., has changed its name to The Ship Building, Dry Dock and Wrecking Co., of Collingwood, Ltd.

The Haliburton Lumber Co., Ltd., has been incorporated; capital, \$50,000; provisional directors are, G. P. Magan, W. D. Thomas, and F. P. Brazill.

Reinhardt & Co., Toronto, have bought about 40,000 square feet of land, at St. Paul St. and Dupre Lane, Montreal, and will build a brewery, costing, it is said, \$150,000.

Blakely & Ross, who are interested in brickmaking at Orangedale, C.B., have sold out their business at Halifax, and will confine their attention to brickmaking.

An emery wheel in the Frost & Woods' works, Smith's Falls, Ont., burst March 5th. This is the third accident of this sort in these works in a period of a few months.

H. H. Gervan, W. Northwood, C. J. Smith, N. C. Sparks, J. I. MacCraken, Ottawa, Ont., have been incorporated as the Ottawa Furnace & Foundry Co., Ltd.; capital, \$40,000.

A. E. Gazlay, A. E. Rea, Adele Bishopric, and A. Bishopric, Toronto; Lydia Gazlay, Cincinnati, O., have been incorporated as The Victoria Paper Box Co., Limited; capital, \$20,000.

Doolittle & Glazier, formerly employees of D. Hibner & Co., furniture manufacturers, have formed a partnership, and are about to build a furniture factory, 60 by 150 feet, four stories high, in Berlin, Ont.

The Sanitation and Utilization of Sewage Company Ltd., Montreal, has been incorporated; capital, \$50,000; for the utilization of sewer waters for irrigation purposes. G. Janin, J. A. C. Madore, A. Stuart, J. B. Lapointe, I. L. Lefleur, of Montreal, incorporators.

C. W. Price is working at a steam carriage in his shop on Simcoe street, Toronto, near Adelaide street, and is said to have interested large capitalists in Montreal.

G. G. Roe, P. S. Roe, R. C. Roe, W. Edwards, and J. H. Gervan, Ottawa, Ont., have been incorporated as the Baldwin Iron Works, Ltd.; capital, \$40,000; to manufacture engines, machinery, electrical plants, etc., in Ottawa, Ont.

W. A. Farrow, D. W. Moore, H. S. and H. E. White, W. Waldron, W. W. Woods, N. McAlpine, R. H. Riley, and F. Helm, Brantford, Ont., have been incorporated as the Mechanics' Fuel Co., of Brantford, Ltd., to deal in peat, etc.

A. Pequegnat, P. Pequegnat, R. D. Lang, and S. Groh, Berlin, Ont.; L. G. Pequegnat, New Hamburg, Ont.; J. U. Pequegnat, Guelph, Ont.; and James Pequegnat, Stratford, Ont., have been incorporated as the Berlin and Racycle Mfg. Co.; capital, \$49,000.

The Dominion Government has recently made soundings in the Ottawa river at Des Joachims rapids, to locate the proposed new bridge to which \$15,000 has been voted. The Ontario and Quebec Governments will give \$5,000 each, and \$10,000 will be subscribed by local capitalists.

The School of Practical Science, Toronto, will get \$23,870, instead of \$22,470, from the Ontario Government this year, and the professor in engineering will get \$200 additional, and the lecturer in surveying \$100, also the lecturers in electrical engineering, applied mechanics and mining.

The United States pipe trust is said to be shipping freely to Canada, in order to injure the Canadian makers, who are entering the United States market and finding ready sale for their pipe. Canada will cut very seriously into the United States iron trade in more than pipe when plants now contemplated come into competition.

The new iron and steel company being formed in Collingwood, Ont., by United States capitalists, among whom are several of the shipbuilding family of Philadelphia, the Cramps, has had voted a bonus of \$115,000 by the town, and other inducements, such as a fine site, will be granted. The vote in favor of the bonus was very large.

The Dominion Leather Board Co., of Montreal, has put in a new 200 h.p. engine, made by the Jenckes' Machine Co., into their mills at Sault au Recollet. A new beating engine for the leather board works is also being put in, and the capacity of the works will now be one ton per day each for the leather board and paper mills. Both branches are now running night and day.

Hon. J. Dryden, Brooklyn, Ont.; C. Mills, Hamilton, Ont.; D. Henderson, Acton, Ont.; W. McGregor, Windsor, Ont.; F. Fenfon, M.D., Toronto, Ont.; J. H. Douglas, Warkworth, Ont.; and J. G. Boucher, London, Ont., have been incorporated as the Dominion Fence Co., Ltd., to make and deal in wire fencing, metal roofing, and siding, etc.; capital, \$750,000; head office, Toronto.

Wm. R. Perrin & Co., of Chicago, have started manufacturing their goods in Canada, and have leased the plant of the Ontario Engine & Machine Co., on Richmond St. East, Toronto. J. F. Lawson, well-known to the Canadian consumers of their goods, is in charge. Mr. Holmes, of the Chicago plant, has been appointed mechanical superintendent. Their office is at 122 Church St., Toronto.

A great shipbuilding industry is proposed for Halifax, N.S., to use steel made in Sydney, C.B. The promoters speak of a capital of \$20,000,000. What reason there might be for locating the ship yard so far from the source of materials is hard to see. Perhaps the people of Halifax may grant a large bonus, but otherwise it would seem natural for a shipbuilding company to avail itself of the great advantages of Sydney for such an industry.

Charles Meyers, Ottawa, who is promoting an iron smelter in Kingston, has made the following offer to that city: The company would put up a smelting works plant worth \$225,000, with a capacity to smelt from 100 to 200 tons of iron ore daily; they would employ from 100 to 200 hands; they would transfer their offices, etc., there; they would pay from \$100,000 to \$150,000 yearly in salaries. In return, they asked from the city a free site, exemption from taxation, and a bonus of \$4,000 yearly for fifteen years.