


Educational.

 **A. McLaren, Dentist**
243 Yonge Street,
First Class \$10.00. Sets teeth for \$5.00.

The Forth Bridge receives a new coat of paint every three years, and one-third is done each year, so that the painters are continually at work. Besides the painting, every part of the structure is carefully ex-

According to an interview with the manager of one of the largest electric welding companies, published in *The Age of Steel*, St. Louis, July 14, the prospects of that industry are very bright. The welding of rails into continuous lengths for street railway purposes is rapidly coming to the front. Two machines are now in operation in Brooklyn, under a contract to weld one hundred miles of track within a year. The welding of projectiles, too, is now exciting much attention abroad, and there have been developments in various directions affecting almost every branch of metal industry. One company has now more than one hundred plants in operation, saving much money, and with greatly superior results over the old forge methods. The machines now in use take in a range from the smallest wire to sections of twenty-five square inches, the former requiring delicate automatic apparatus, and the latter machines weighing over thirty tons. The variety of uses to which electric welding has been put covers almost the entire range of metal working. Among the articles made by the process are axles and tires for carriage work, carriage irons, of which one firm in the first three months of 1894 welded 270,000, fifth wheels, pipes for refrigerating and other purposes, tires for bicycles and other small vehicles, agricultural implements, wire cable, printers' chases, heavy wagon axles and tires, wire hoops for wooden packages, reamers, twist drills, and heavy railway forgings.