

operations. In connection with this it is interesting to note that it is estimated that the busy saws at the Chaudiere will cut this summer about the following figures, which are somewhat less than last year's figures, which were the largest for the previous twenty years; J. R. Booth & Co., 90,000,000 feet; Bronson & Weston, 75,000,600 feet; E. B. Eddy & Co., 80,000,000 feet; Perley & Pattee, 70,000,000 feet; Hurdman & Co., 50,000,000 feet. The cut of Messrs. Grier & Co. last season was about 16,000,000 feet, but since the building of their new mill has given them increased facilities it is expected that they will more than double that amount this year. James McLaren will cut over 50,000,000 feet this season.—*Ottawa Journal*.

THE last foot of space in the main building of the Exposition was allotted several days ago, and the space in all the other buildings is filled. It was found necessary to enlarge the agricultural implement building by the erection of a new wing, 125 by 16 feet, along the side of the stove building. In the carriage building nearly every exhibitor had to submit to a slight reduction of the space at first allotted to him. The plans for the allotment of space in all the buildings can be seen at Secretary Hill's office. Reduced rates have been granted by the Canadian railways. The general arrangement is single fare for the double journey, but there are also special rates, including a \$7 rate from Montreal and return. There will also be an excursion from New York and return for \$9 or \$10, and Mr. Hill is receiving letters from agents all over the United States who are getting up excursions to Toronto.

JULIAN HAWTHORN, who ought to be a good judge, says of H. Rider Haggard's story of "King Solomon's Mines": "There is no story of adventure that surpasses it." That seems to be the popular verdict. Everybody is reading it or talking about it. Of course there are no end of editions published, from cloth bound at \$1.50 to the Seaside Library edition at 20 cents. And, as might be expected, the cheapest of all is *The Literary Revolution* edition, which in large type, unabridged, sells for 5 cents in paper covers, or 20 cents in cloth binding. Specimen chapters are sent free to anyone asking for them. It is a source of amazement to look through one of the *Revolution* 64-page catalogues (sent free to any applicant), and note the literary riches to be secured almost "for a song." If you have never seen a catalogue, or have seen none recently, it is worth while to write a postal card and get it. Some extraordinary bargains are offered during the summer months. Address John B. Alden, publisher, 393 Pearl street, New York, or Lakeside Building, Chicago.

LT.-COL. MACPHERSON, as director of militia stores, makes the following report to the Minister of Militia on military clothing:—"The annual supply of clothing required for the militia has been obtained under contract from the Canadian manufacturers, all the clothing, including the Infantry scarlet tunics, being now supplied entirely within the Dominion. Contracts for necessities and store supplies required for the Schools of Instruction, as well as saddlery and accoutrements to a limited extent, have been entered into this year with Canadian firms. The experiment of producing scarlet cloth in Canada has been attended, so far, with marked success, and reflects much credit upon the manufacturers, the Paton Manufacturing Company, of Sherbrooke, Que., who have made special efforts to supply scarlet cloth satisfactory to the Department. It is worthy of notice in this connection that the several contractors have manifested a praiseworthy desire to supply the Department with clothing equal, if not superior, in quality of material and make to what had formerly been purchased in England."

THE Canada Atlantic Railroad Company have ordered from the Wagner Car Company a fine train of passenger cars, which were expected to arrive in Ottawa this week. The first-class cars are models of perfection. The sleepers are the best kind turned out by the Wagner Car Company. They are all inlaid with rosewood and cherry and will be lighted by electric light. There will be eighteen incandescent electric lights in each car. This will be the first train of cars in Canada that will be lighted by electric light. In addition to lighting the inside of the cars the company have introduced a new feature which is a great improvement on the old style, and will prevent many serious accidents. Many accidents have been caused by people coming out of a well lighted car on to a dark platform, and alighting at a way station in the dark. To prevent accidents of this kind the company will supply their sleepers, which are lighted by electric light, with a light on the platform of each car. When the train is running the light will not be burning, but as soon as a train stops at a station, the conductor, by pressing a button, lights these lights on the platforms of the cars, and by this light passengers are enabled to alight at any station without danger of an accident in the darkness.



## Notice to Contractors.

SEALED Tenders, addressed to the undersigned and endorsed "Tender for Steam Heating Apparatus, Custom House, London, Ont.," will be received at this office until 12th September, next, for the erection and completion of a

### Steam Heating Apparatus

AT THE

#### CUSTOM HOUSE, LONDON, ONT.

Plans and specifications can be seen at the Department of Public Works, Ottawa, and at the office of Messrs. Durand & Moore, Architects, London, Ont., on and after Monday, 22nd inst.

Persons tendering are notified that tenders will not be considered unless made on the printed forms supplied, and signed with their actual signatures.

Each tender must be accompanied by an accepted bank cheque made payable to the order of the Honorable the Minister of Public Works, equal to five per cent. of the amount of the tender, which will be forfeited if the party decline to enter into a contract when called upon to do so, or if he fail to complete the work contracted for. If the tender be not accepted the cheque will be returned.

The Department will not be bound to accept the lowest or any tender.

Department of Public Works,  
Ottawa, 19th August, 1887.

By order,

A. GOBEIL,  
Secretary.



## Notice to Contractors.

SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Steam Heating Apparatus, Infantry School, London, Ont.," will be received at this office until 12th SEPTEMBER next, for the erection and completion of a

### STEAM HEATING APPARATUS

AT THE

#### Infantry School, London, Ont.

Plans and specifications can be seen at the Department of Public Works, Ottawa, and at the office of Messrs. Durand & Moore, Architects, London, Ont., on and after MONDAY, 22nd inst.

Persons tendering are notified that tenders will not be considered unless made on the printed forms supplied, and signed with their actual signatures.

Each tender must be accompanied by an accepted bank cheque made payable to the order of the Honorable the Minister of Public Works, equal to five per cent. of the amount of the tender, which will be forfeited if the party decline to enter into a contract when called upon to do so, or if he fail to complete the work contracted for. If the tender be not accepted the cheque will be returned.

The Department does not bind itself to accept the lowest or any tender.

Department of Public Works,  
Ottawa, 19th August, 1887.

By order,

A. GOBEIL, Secretary.



## TENDERS.

TENDERS addressed to the undersigned at Ottawa, and endorsed "Tender for Toronto Lifboat House," will be received up to the 5th September next, for the construction of a boat-house for the lifboat on Toronto Island. Plans and specifications can be seen and forms of tender procured, at this Department, Ottawa, and at the office of the Chairman of the Board of Steamboat Inspectors, Toronto.

Department of Marine,  
Ottawa, 18th August, 1887.

WM. SMITH,  
Deputy Minister of Marine.

## Maw & McFarlane

### DUNDAS, ONT.

#### IRON FOUNDERS, ENGINEERS AND MACHINISTS.

MANUFACTURERS OF

## Drop Hammers,

### LIFTERS, DIE SINKERS AND PRESSES.

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