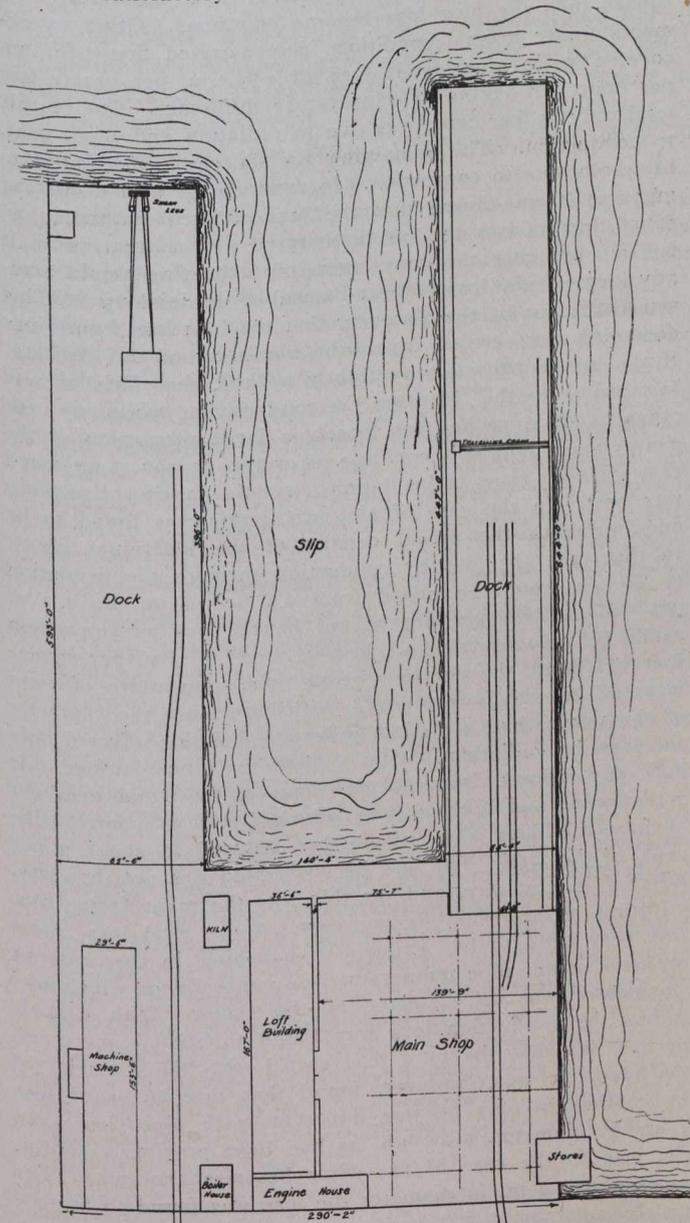


**THE PLANT OF THOR IRON WORKS, LIMITED.**

The Thor Iron Works, Limited, of Toronto, has been incorporated with an Ontario charter with the object of manufacturing steel plate work of all descriptions, structural steel for buildings and bridges, to execute marine repairs, and to conduct a general iron and steel manufacturing business. The company has bought the plant and equipment, excepting the land, which is leasehold, and the property of the Grand Trunk Railway, of the Toronto Shipyard Company, successors to the Canadian Shipbuilding Company. The experience of these companies, and of others, led the directors of the new company to the conclusion that a shipbuilding proposition can hardly be made to earn satisfactory dividends here.



**General Layout of Plant of Thor Iron Works at Toronto.**

The sketch shows the general layout of the plant. The shops are located at the foot of Bathurst Street, Toronto, along the waterfront, and the slips where the docks are located are, therefore, in the protected harbor of Toronto Bay. Although the plant was originally designed for shipbuilding, and is capable of constructing as large vessels as are in use in Canadian inland waters, it is not the intention of the company to engage in this work. The old layout of the plant will be slightly altered to the conditions shown in

the drawing, and the company will manufacture tanks, etc. The machinery is modern throughout, and is operated by individual electric motors. The plant consists of two large docks, on one of which is a travelling crane, and at the extreme end of the other is a set of shear-legs of 65 tons lifting capacity. The shear-legs will be used for lifting boilers and machinery out of vessels and for raising small vessels out of the water for repairs.

As has been noted, the shops are situated at the foot of Bathurst Street, and are served by a branch of the Grand Trunk Railway. The shops consist of punch-shop, boiler, and engine-house, woodworking shop, machine shop, storehouse and general offices. In the punch-shop is a complete equipment of punches and shears, rolls, planers, steam hammers, etc., with an admirably designed system of cranes to serve them. These machines are all operated by individual electric motors. The main plate rolls have as great a capacity as any in Canada, and the punches and shears have all the attachments for making special cuts that are likely to be called for.

The machine shop contains several lathes, a large planer, a shaper, pipe-cutting and threading machines, and a complete outfit of small tools, while the storeroom is equipped with a large stock of valves, pipe fittings, bolts, etc.

The plant is well adapted to the fabrication of steel plate work for tanks, water-towers, standpipes, etc. No additional machinery or equipment is required. For marine repair work, also, the plant is well laid out. The actual capacity of the equipment now installed is estimated at about 3,000 tons per annum. The company expect that at the outset the principal business done will be in the line of steel plate work, construction of tanks, water-towers, flumes, penstocks, blast furnaces, etc.

The unusual dimensions and capacities of many of the machines have in the past brought special work from many outside plants. The new owners will maintain the policy of placing the equipment at the services of any firm requiring assistance. Plates 19 feet wide may be rolled in the plate rolls and, by means of a special device, the rolls may be used for flanging. The steam hammer and large forges combine with heating furnaces of unusual length and capacity and bending slabs of ample area to make possible the handling of blacksmith work on a large scale. Although originally planned and used as shipyard equipment, this part of the plant is easily adaptable to other work of a similar nature.

The stores contain a great variety of special as well as much stock material. This is being disposed of to a very considerable extent to make room for materials used in connection with the work to be undertaken. Much of the special wood-working machinery will also be eliminated—only sufficient being retained to equip pattern and template shops.

The company have already started work, although it will be a few weeks before they can secure delivery of steel. The plant is being overhauled and put in shape in the meantime.

The company's authorized capital stock is \$100,000. The officers and directors are Messrs. J. H. Malone, J. E. Russell, W. Snaith, C. H. Cunningham and W. L. Carr, all of Toronto.

**KING EDWARD HIGHWAY.**

A portion of the King Edward Highway is to be built of concrete, the contract having been let on September 11th, by the Honorable J. E. Caron, Minister of Agriculture and Highways of the Province of Quebec. The King Edward Highway is the Canadian section of the International Highway connecting Montreal with several large cities of the United States. Ultimately, it is expected that this road will continue as far south as Miami, Florida.