

travellers:—On Northern Nav. Co.'s lines they will be given 25% discount off transportation rates (exclusive of meals and berths), with 300 lbs. of baggage free, excess to be charged for at regular rates. On North-West Trans. Co.'s lines.—Members of Canadian Commercial Travellers' Association, on presentation of their certificates for current year, will be charged half regular return rate from shore to Fort William or Port Arthur (for example, from Sarnia \$13.50), or Duluth (for example, from Sarnia \$15.00), no concession being made to Sault Ste. Marie—through tickets from inland points not to be issued on basis of these rates. The C.P.R. and Algoma Central SS. Line gave notice that they reserved the right to meet these concessions if found necessary.

The question of rates for clergymen having been brought up, it was referred to lines interested to settle amongst themselves.

All steamer lines agreed to withdraw their issue of tickets from outside agents in Toronto and other inland points, providing the initial lines gave them satisfactory representation.

It was decided to hold the 1902 meeting at Halifax, but opposition to this subsequently developed, and a mail vote was secured by the Chairman; the result being that the meeting will be held at Sault Ste Marie, Ont.

The Automobile in the Klondike.

J. W. Fox, of East Cleveland, Ohio, relates some notable particulars about the introduction of the automobile into Dawson, the venture being in the hands of E. H. Clear & G. W. Dunham, of Cleveland. The machines are built like a three-seated surrey, each seat

to accommodate four people. They are propelled by 15 h.p. motors & use about a gallon of gasoline an hour. They run on the trails & climb the hills without the slightest difficulty. They carry 10 or 12 passengers each, & also have room for small packages for the different mining camps on the daily runs. The winter has evidently been a severe one in the Klondike, & this more than ever demonstrates the value of an automobile for an Arctic climate. During the last 187 miles of the journey of Mr. Dunham, the temperature ranged from 55 to 71 degrees below zero, & the government thermometer registered 70 degrees below zero for three days in Dawson. Mr. Dunham says: "I started up the river Dec. 30, & did not get back until Jan. 21, being delayed by a run of cold equaled by nothing experienced by the old inhabitants. For over a week the temperature never rose above 55 below zero, & one time was as low as 77. We traveled every day, however, going slow, making from 5 to 12 miles, according to the conditions of the trail. To make matters worse, the horses' nostrils would clog up with frost, & had to be cleared from time to time when they began to stagger for want of air. Our loads consisted of two four-horse teams, pulling about 5,000 lbs. each, & the wagons were 9½ ft. wide, so you see we had to chop ice wherever it was rough. Some nights we did not go into the roadhouses until nearly 12. We have one machine erected, & we take it out every day, & are getting it in pretty good shape. Dawson is highly excited, & every one is urging us to hurry so they can ride." Another letter says: "The stage lines, or rather their owners, are beginning already to tremble, but after they see the 'gas buggies,' as one fellow called them, they will want to go out of business altogether, for the stages are only bob-sleds with seats, horribly cold & uncomfortable."

Fireproof Railway Buildings.

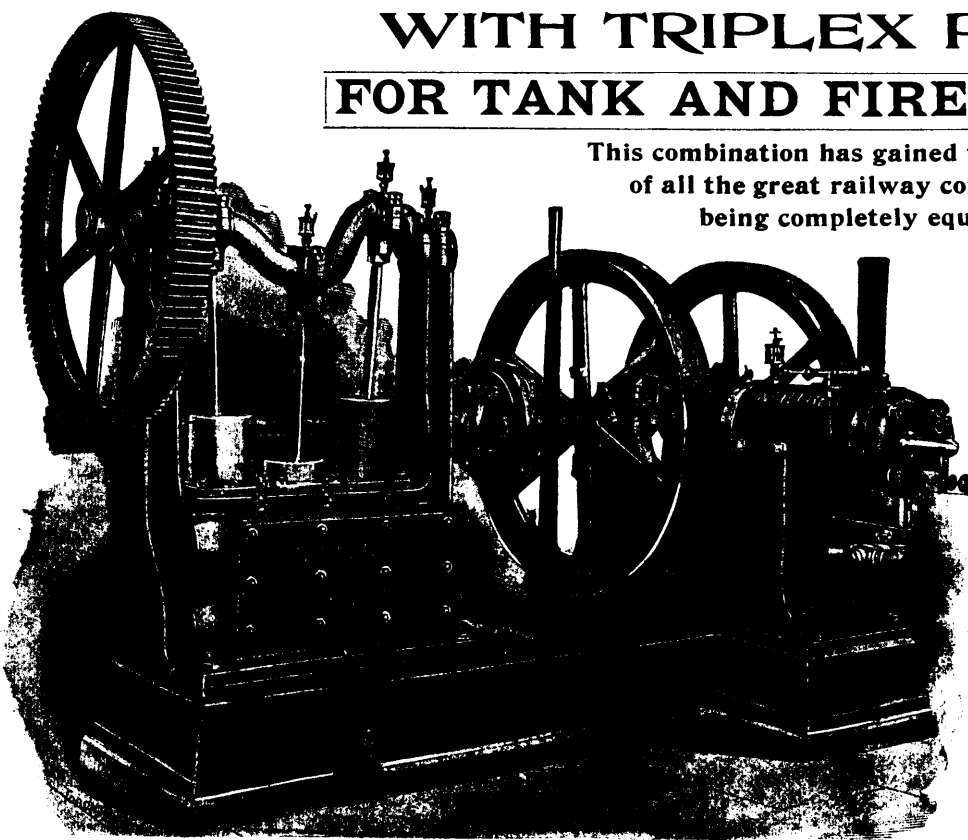
Most people are possessed of the idea that fireproof buildings are necessarily very expensive. But modern methods and an ingenious use of convenient materials have rendered the cost of fireproof work but little more than ordinary construction. The expanded metal system of construction of floors and roofs by reinforcing cinder concrete with expanded metal is rapidly becoming general. The work can be done quickly and cheaply, and therefore is being adopted for all sorts of buildings. For the walls of round-houses, freight sheds and machine shops the use of expanded metal lath with Portland cement mortar, furnishes a cheap fireproof structure, cheaper than brick or stone. Light steel channels are set up as studding, and to these the lath is wired securely. The plaster is laid on both sides of this metal skeleton, making a solid wall 2 or 2½ inches thick. These walls are non-conductors of heat, are very strong and rigid, and are perfectly fireproof.

The Canadian Northern Railway have recently constructed a round-house, the walls of which are built with expanded metal lath and cement. The Montreal Street Railway Co. has had the floor of its new power house constructed with expanded metal in concrete. The Canadian Pacific Ry. Co.'s Telegraph has had expanded metal and concrete floors put throughout its new seven-story office building in Montreal. The Expanded Metal Fireproofing Co. has its factory and offices in Toronto.

Cliff Automatic Hose Reel.—F. E. Came, General Sales Agent for Canada, Montreal, reports that the Victoria Hospital, of Hamilton, has given an order for the equipping of the building with this reel. It has also been adopted for the Hotel Royal, Hamilton; the Sydney Hotel, Sydney, N.S., and the C.P.R.

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