

THE Georgian Bay Lumber Company, of Ottawa, of which Mr. J. K. Dodge is manager, will cut two hundred thousand feet of square timber on their Wahnapitaw limit, which will be taken to Quebec by way of Georgian Bay and the lakes. Besides these they propose taking out ten million feet of logs, which will be sawed in the mills which are scattered around the bay. Messrs. Timmins & Gorman will take out a hundred thousand feet of square timber, which will also be taken to Quebec via the same route.

THERE is a boom in the shipbuilding yards of Lunenburg, N.S., no less than six fishing schooners being in course of construction. Six others will be built during the winter, which dozen vessels will be a desirable addition to the fishing fleet of that port. The people of Lunenburg county are almost wholly of German descent, and nearly the whole population is engaged in the deep sea fishery. The vessels are models of adaptability for the business, and are said to be stronger than American craft of like class.

THE Machinery Supply Association, of Montreal, are placing the shafting and machinery in the new works of Messrs. Clapperton, in that city. This is a Scotch thread manufacturing concern who are establishing a branch of their works in Montreal for the purpose of spooling their threads. Their premises are a building 110 by 44 feet, and the spooling machines and quite a number of expert Scotch operatives have been brought over. Messrs. D. Ross & Co., Montreal, are the Canadian agents of Messrs. Clapperton.

MESSRS. MERCIER, McSHANE, SHEPSON, and a large party of citizens of Quebec, went to Chaudiere last week to lay the corner stone of the new iron bridge over the Chaudiere river, which separates the counties of Levis and Lotbiniere. In the course of a speech Premier Mercier declared this was the inauguration of the Local Government's iron bridge policy, alluding to the grant last session of \$25,000 towards iron bridges in the Province. He said that if the experiment was successful he would ask a vote of \$200,000 for the same purpose next session.

A FIRE broke out in the sawdust and shavings bin of the Massey Manufacturing Company's works in this city last Saturday afternoon, which, had it not been for the fire appliances of the company, might have proved a serious matter. As it was, however, although the first reel was on the ground in about three minutes after the alarm sounded, the flames were already under control. The damage was confined to the close vicinity of the spot where it originated, and will not exceed \$1,500. The shops were working again before the firemen had got their hose rolled up.

ST. JOHNS is determined that if it does not obtain manufactures it will not be for want of trying. Mr. Richard Smardon, of Montreal, was in the town the other day, inspecting the site of a proposed factory, and Mayor Arpin is in correspondence with a house in Dusseldorf, Germany, which proposes to establish a branch in Canada. — *Montreal Gazette*. As clear as mud. What sort of a factory does Mr. Smardon want to establish in St. Johns; and what sort of a "branch" does the Dusseldorf, Germany, house want to establish in Montreal? Why is this vagueness thus?

MR. RUSSELL MASON, of Newcastle, Ont., has invented a push-button alarm which is described as working automatically and without the aid of electricity, and there is no spring to be wound up. The invention has been patented in Canada and the United States, and Mr. Mason proposes to embark in the manufacture of the article himself in Newcastle at an early day. A number of these alarms are now in use in dwellings and offices in Newcastle, and they are spoken of as being quite ornamental, while the mechanism of them is so simple that their derangement is almost impossible.

AS iron bridge was erected a few days ago, eight miles from Charlottetown, P.E.I., across Curtis' creek. The arrangements were so complete that it was put up between the departure of the morning and the arrival of the early afternoon train. The total length of the structure is 78 feet, and it has three iron girders, each 26 feet, supported at the centres by iron piers. The structure is made entirely from old iron rails and double-chord plates 9½ inches. Each girder weighs about six tons, and the weight of the whole structure is about 22 tons, and contains upwards of 6,000 rivets.

THE Ontario Rolling Mills Company, of Hamilton, are contemplating removing their works to Toronto, where ten acres of land have been promised, with communication by water and two lines of railroads. This company also operate the American Nail Works, which adjoin the rolling mill premises, the entire establishment, it is said, being the property of the Grand Trunk Railroad Company, but which are leased to the Ontario Rolling Mills Company. This proposed change of location from Hamilton to Toronto is the out come of the recent meeting held in this city, and the establishment of rolling mills here.

WHY don't the New Westminster, B.C., *Columbian* be more definite and mention the name of the company operating the new woolen mills in that city? Regarding the mill it says. During the past week the mill has been manufacturing flannel, and over one thousand yards have been turned out. A small quantity was washed and finished yesterday, and will be sent up to the Provincial Exhibition at Chilliwack. Before the end of the week it is expected the first batch of goods from the mill will be ready for the market, and we hope to see many of our citizens appearing in a complete suit of British Columbia cloth.

MR. E. E. HORTON, of Ottawa, has perfected a new typewriter at which he has been working for several years, and is organizing a company for the manufacture of the article, both in Canada and the United States. One great advantage claimed for the Horton typewriter is, that the movement of the letter is downward, striking directly on the paper, so that the operator can see what is being written as the work progresses. In the old machine the movement is under the paper, which necessitates lifting in the event of correction being made. Mr. Horton is an old newspaper man, and is also one of the Ontario Supreme Court reporters.

MESSRS. J. & J. TAYLOR, Toronto, manufacturers of fire and burglar proof safes, have in their shops a number of safes made by themselves which were in the Gravenhurst, Ont., fire a few weeks ago. They present the singular spectacle of being warped and twisted until they are entirely past repair, while the woodwork on the inside is in as good condition as when first put in. The books, papers, valuables, etc., contained in these safes were taken out, after having undergone the fiery ordeal, perfect, intact and unharmed. We learn that Messrs. Taylor have already sold eight new safes to parties in Gravenhurst, with many other sales in sight.

THE proprietors of the Dusseldorf, Germany, tube works are about to erect a mill in Canada, probably in Montreal, to supply the Canadian market with their goods, which already have a large sale here. The new tariff on iron has caused this step to be taken and is another evidence of the good results attending the policy of protection. A site for the works has not yet been selected, but a suitable location is being sought. A large number of hands will be given employment in the mill. Mr. G. Lomer, jr., the representative of the company in Canada, goes to Germany in a couple of weeks to confer with the principals on the subject and complete arrangements for the erection of the works.

THE jewelry factory of Messrs. P. W. Ellis & Co., Toronto, is fully illustrated and described in a recent issue of the *New York Jeweler's Weekly*, very excellent portraits of the three gentlemen composing the firm, and short sketches of their lives being also given. The illustrations include a view of the Front street end of the firm's salesroom and general offices, the Wellington street salesroom, a bird's-eye view of the factory, and views of the medal stamping room, engine room, watch repairing department, and factory office. The portraits are of Messrs. P. W. Ellis, M. C. Ellis and R. Y. Ellis. The premises described comprise four floors, covering an area of more than 12,000 square feet.

THE Canadian Pacific Railway is now receiving its supply coal, on the eastern end at Sorel, Que. It comes from Sydney, Cape Breton, by water. Before it has been transhipped from Montreal to Sorel, thus causing great delay and expense to the company, but the harbor having been deepened to a depth of twenty-five feet, in the future all the coal will be delivered at that place. The Canadian Pacific Railway have entered into a contract with the mining company for a delivery of 45,000 tons of coal for the season of 1888. On account of unloading their coal at Sorel the company will make a saving of about one dollar per ton.

"A POINTER. The *Era* contains all the local news up to the close of the week in a brief and readable form. \* \* Mr. Knight is pushing forward the building of his new factory as fast as possible. The factory and engine room will be 30x90 feet and 8 feet high, of solid stone, with an iron roof. The new mill will be nearly the same size." — *Norfolk (Ont.) Era*. We submit to our valued contemporary that while this local news is in a brief it is not in a satisfactory form. Perhaps the reporter may possess the information, but those interested in such news can't learn from the paragraph who Mr. Knight is, nor to what purposes his factory is to be put. Pray be more explicit.

MESSRS. HUDNALL & Co., the extensive lumbermen of the Chaudiere, are making arrangements for the construction of a new circular saw mill, which will utilize a part of their unused water power in the rear of their office, in Ottawa, and next to the works of the Chaudiere Electric Light Company. The new mill will be