

ADAM HOPE & Co., wholesale hardware men and dealers in iron supplies, Hamilton, Ont., have assigned. The trade liabilities are placed at \$15,000 and indirect liabilities at \$60,000. The Bank of Commerce and Bank of British North America are interested to the extent of \$45,000 advanced on warehouse receipts.

THE engineer's plant for the sewage works of London, Ont., include a steel highway bridge across the river at the foot of King street, having a 163-foot span, with 305-foot steel approach on the east side and 153 feet on the west side. The roadway would be 16-foot with a five-foot footpath. The bridge is necessary to carry a main sewer, and the traffic arrangements are supplementary to this.

THE International Association of Machinists, in convention at Kansas City, Mo., in May, elected the following officers: President, James O'Connell, Chicago; grand foreman and editor of the *Journal*, B. Douglas Wilson, Chicago; secretary-treasurer, George Preston, Chicago; general executive board, Harry Smith, New York; J. Holmes, Toronto, Ont.; Stewart Reed, Toledo; P. G. Conlan, Kansas City; Hugh Doran, Chicago.

WATSON & McDANIEL, Philadelphia, for whom Garth & Co., Montreal, are agents, are getting out patterns and putting in some fine matrice tools to produce a line of steam separators, back pressure valves, and entirely new straightway and duplex valves, mainly for bottom blow-off for steam boilers, and are also introducing a new hydraulic operating valve recently patented by Mr. Riggan, who has charge of the hydraulic department of Penna R. R. shops at Altoona, Pa.

THE Master Plumbers' Association of Toronto met May 12th, W. J. Burroughs, president, in the chair. Nine new members were admitted. The principal business of the evening was the election of delegates to attend the convention, to be held in this city from July 1st to 3rd. The Palmer House was selected as headquarters for the delegates, and the meetings will be held in Pythian Hall. It is expected that every part of the Dominion will send representatives. W. J. Burroughs and A. Fiddes, on behalf of the Toronto Association, will represent the National Association, and the following the Toronto Association: Geo. McGuire, Alex. Purdy, Jas. B. Fitzsimmons, K. T. Allison, Jas. Wilson.

OUR Canadian pulp factories should take advantage of the hint conveyed in a recent report regarding the making of a new material for flooring, wainscoting, etc., and which is being exploited largely by German manufacturers of wood pulp. The pulp is dried and desiccated into a dry powder, which is put up in convenient sized packages and sold to builders and consumers generally. This powder is all ready to mix with water like ordinary cement and is spread over the surface intended to be covered. It dries quickly and adheres closely to the surface and may be tinted any color desired. It is in a certain measure fire proof, and can, it is said, be smoothed with a plane like ordinary wood.

MAUDE BENNETT, the widow of the late Dickson P. Cottingham, in her quality of sole executrix to the estate of her late husband, doing business at 1822 Notre Dame street and 19 Phillips square, has assigned at the demand of Major Freeman. The liabilities amount to \$17,155. The principal creditors are: Canada Paint Company, \$2,854; R. C. Jamieson & Co., \$2,884; Sherwin Williams Company, \$1,483; W. Warland & Co., London, Eng., \$935; Meakins & Co., \$715; Montreal Rolling Mills, \$708; B. & S. H. Thompson & Co., \$702; J. Cox & Son, \$624; A. Ramsay & Son, \$593; Thos. Bryan, London, Ont., \$525.

It is about thirty-three years since James Morrison started a brass foundry in Toronto. In 1893 the business had grown to such an extent that a joint stock company was formed with an authorized capital of \$300,000. Of this sum two-thirds was paid. Losses by bad debts in the business and unfortunate investments made by Mr. Morrison proved too heavy a drain on the business for its continued prosperity. At a meeting of creditors an offer of 20 per cent. cash was made to unsecured creditors on unsecured liabilities of \$38,000, and accepted by all present. The Jas. Morrison Brass Manufacturing Co. will continue the business as formerly.

THE fencing manufactured by the Page Wire Fence Co., of Walkerville, Ont., has evidently found favor with consumers throughout Canada, as the company's warehouse is almost depleted of stock, although new looms were added this year sufficient to increase the capacity of the factory by sixty per cent. The wires made for the Page patent fence are hard spring wires specially manufactured for this particular purpose; and in the moving of the cross wires, the running wires are coiled in such a way that while all the necessary strength is imparted to the fence, the individual wires have the elasticity needed to save it from the effects of a sudden blow.

As a preliminary to the repair to the reservoirs the Montreal water works department will do the following work: Two new 30-inch valves, one 24-inch valve and one 20-inch valve, \$3,500; altering valves on pipe track, \$6,500; connecting the 30-inch main from No. 1 turbine to the two 24-inch mains in the tunnel at the wheel-house, \$1,200; connecting the 30-inch main of No. 1 engine to the 30-inch main of No. 1 turbine, \$1,600; connecting No. 2 engine to the 30-inch main of No. 1 engine, \$1,700—a total of \$14,500.

Marine News.

A STEAMER service between Cleveland, O., and Rondeau, Ont., is proposed.

THE Thousand Island Steamboat Co. has amalgamated the Alexandria Bay Steamboat Co.

THE C.P.R. has almost completed its new steamer at Roseberry, B.C., for use on Slocan Lake.

WM. WALKER, Kincardine, Ont., is engineer on the steamer "Crandella," Lindsay, Ont., this season.

THE dredging of the Thames from Chatham, Ont., to Lake Erie, is ordered by the Dominion Government.

A. M. PHILLIPS, acting superintendent, has been appointed superintending engineer of the Rideau and Tay Canals.

MICHAEL DELANEY'S tug "Charles Stewart Parnell" was destroyed by fire, May 20th, at the Grand Trunk wharf, Owen Sound.

THE St. John, N.B., city council is pushing the harbor improvements, and wharf building and dredging are going on vigorously.

CHIEF ENGINEER ANDERSON, of the Marine Department, has chosen a location for a lighthouse on Flower Pot Island, P.E.I., which will be built during the summer.

THE steamer "Nellie H.," recently launched at Chatham, N.B., was built by J. M. Ruddock, at the Miramichi Foundry's yard. She is 45 feet long; beam, 9 feet.

JAS. ROBINSON'S new boat "Irene," is now being fitted up at the Miller Chatham Foundry and Machine Works, Chatham, N.B. She is 36 ft. 3 in. long; 11 ft. 3 in. beam.

P. P. YOUNG recently launched his new steamer "Majestic," for service on Stoney Lake, Ont.; Capt. Scollard will sail the "Majestic," and Ed. Young will be mate.

THE Fort William *Journal* reports that J. Servais has placed the machinery in a new boat at Wabigoon. It is a flat-bottomed boat fifty feet long and drawing two feet of water.

THE new steamer for the Maritime Sulphate Fibre Company, being built by the Chatham Foundry and Machine Works, is approaching completion. She is length, 56 ft.; beam, 12 ft. 4 in.

A NEW steamer launched recently from Ross, Hall & Brown's wharf, Rat Portage, Ont., measures thirty-six feet in length and eight feet beam, and was built by the Degagnes for John Knight.

THE schooner "Sapphire," Capt. Wm. Cox, of E. B. Marvin & Company's fleet, one of the largest of the sixty sealing vessels that make Victoria, B.C., their headquarters, was completely destroyed by fire and explosions recently near Uclulet.

J. H. BALDERSON, Deputy Minister of Railways and Canals, has been superannuated, and will have leave of absence from first of June to first of July at his present salary. On the first of July he becomes superannuated at a salary of \$690 a year.

THE double disaster which recently wrecked the steamers "Ruth" and "Gwendoline" of the Intercolonial Transportation Company, running between Jennings and Fort Steele, B.C., deprived the company of both its steamers, and leaves Fort Steele without any outlet to the south. This means a loss of \$50,000 to the company.

THE "St. George" was launched recently from Hon. J. B. Snowball's shipyard at Chatham, N.B. The new steamer is a side-wheeler and intended to be employed as a sea-tug in the work of towing Mr. Snowball's barges between his mill at Tracadie and the loading berths at Chatham. She is 119 feet long; 25 feet beam and 12 feet 3 inches deep.

M. & N. K. CONNOLLY, who are now at work on a big dredging contract, at Philadelphia, have secured a contract from the Government of Uruguay, for the construction of a canal sixteen miles in length. The contract price is said to be over \$10,000,000. They will start work almost at once, and the probability is that some Canadian workmen will be employed by them.