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MANY new processes for the manu-
facture of rubbers have come to grief
upon being tested on a commercial
scale. The Atlantic Rubber Shoe Com-
pany, of Boston, however, was organized
a year or two ago, for the purpose of
making such goods under the H. J.
Doughty patents, by which, it is claimed,
they can be moulded by machinery at
a saving in cost of one-third, compared
with the old methods. We now hear
that this company has completed the
building of a large plant in Providence,
R.I., to employ over a thousand hands.
It has some good men behind it.

Mercantile Summary.THE Great Northern Railway is about
to build a six-story hotel in Vancouver.THE Hamilton Oak Tanning Co.,
Limited, has been authorized to increase
its capital from \$65,000 to \$125,000.CAPT. REID, of Guysboro, N.S., is re-
ported to have discovered an extensive
deposit of hard coal of excellent quality
at Fortune Bay, on the Labrador coast.WE regret to hear of the death of Mr.
Samuel Rogers, president of the Queen
City Oil Company, Toronto. He was
born in 1835, near Newmarket, and was
a brother of Elias Rogers.PLANS are being prepared for the
erection of a large up-to-date hotel at
London, Ont., to cost \$250,000. We
hear that a large proportion of the stock
has already been subscribed by com-
mercial men.THE annual meetings of the Montreal
Terminal and the Chateaugay & North-
ern railways were held last week. The
old board of directors was elected as
follows: Mr. Denis Murphy, of Ottawa,
president; Mr. H. M. Melville, of
Boston; vice-president, and Mr. J. P.
Mullarkey, of Montreal, managing direc-
tor.THE British Columbia Electric Rail-
way Company last week declared the
first of its new form of dividends, by
which the employees share in the com-
pany's profits. Each man was presented
with a cheque for \$25, and the manage-
ment hope that next year this amount
will be materially increased.NEW YORK capitalists have joined to-
gether to operate the extensive plaster
quarries at St. Ann's, Cape Breton. A
railway five miles long will be con-
structed from the plaster deposits to
tide water, at North Sydney. A large
pier containing pockets will also be
built, and steamers will be chartered to
convey the product to New York.

WHAT is said to be the largest
locomotive in the world is now under
construction at Schenectady. It will
carry a weight of 270,000 pounds direct-
ly on the six pairs of drivers, and it will
have no small trucks, or bogies. This
gives an unprecedented power of ad-
hesion to the track and will obviate
most of the slip that is characteristic of
all locomotives which derive their trac-
tion power from the friction of propelled
wheels upon a smooth steel track. This
huge machine is for the B. & O. line,
and is really a double engine. The three
forward pairs of drivers will be at-
tached to a rigid frame and driven by
low pressure cylinders. The three rear
pairs of drivers will be in another rigid
frame and they will be driven by the
high pressure cylinders. The two frames
will be articulated together so as to ac-
commodate themselves to the curves. The
entire driving-wheel base will measure
30 feet 6 inches in length, but each of
the two rigid wheel bases will measure
but 10 feet in length. Its design is an
adoption of one of the European types
of locomotive.

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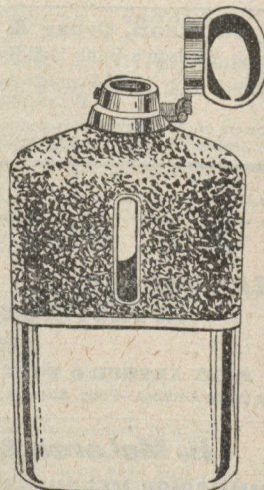
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