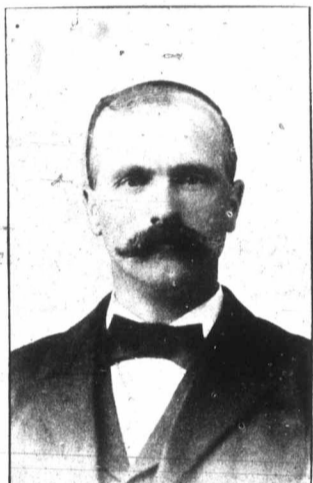


ST. THOMAS CAR WHEEL COMPANY

THE St. Thomas Car Wheel Company, in the year 1884, succeeded to the business which Messrs. Russell & Co. had successfully carried on for thirteen years. The enterprise had hitherto been conducted on a comparatively small scale, but upon the advent of the new company fresh life and energy were infused into it, the plant was increased, the staff added to, and newer and better methods adopted. As the name of the company implies, the main product is chilled car wheels, and at the present time the capacity of the works is two hundred and forty wheels and ten tons of castings per day. Car wheels may be generally divided into two classes—steel tired and chilled charcoal iron wheels. In Canada it is the opinion of many mechanical men that the latter are not suited for particular railroad service, but are better adapted for freight cars. To a considerable extent this is also the opinion in the United States. It is founded on the results obtained from the use of chilled wheels as made years ago, when the manufacture was not up to the present standard of skill and experience, and upon the results obtained from wheels made of late years by manufacturers who have little practical experience in this particular branch of foundry work, or who take no steps to improve and perfect their processes. To these causes is due the idea that chilled wheels are unsafe and unfit for passenger and locomotive service. The St. Thomas Car Wheel Co., realizing that professions of merit are of little account unless backed up by results, took steps, as soon as the new company was under way, to systematize and perfect the manufacture of chilled wheels, with a view to demonstrate their greatest capabilities. Their success in this direction is very gratifying, and is conclusively proved by records of the service obtained from their wheels. This company now stands in the front rank of American wheel-makers, and in some respects it precedes all others. Space will not admit of a particular description of the work, but the publications of the company set it forth fully for the benefit of those interested. The first important step was to plan methods by which the quality of every individual wheel could be ascertained before delivery for service, so that safety and wearing capacity of the best order might be assured. It is sufficient to state in this respect that the records of tests made during the past ten years cover, in an individual manner, every single wheel turned out, and that the company can point to a series of distinguishing marks on every wheel made in that time, and produce records of seven distinct tests which cover the manufacture of each wheel and demonstrate its fitness for service before it is shipped from the works. The magnitude of a system like this can be appreciated, from the fact that to carry it out involved the making and recording of nearly three million tests during the period named. The result speaks for itself. Not one wheel has ever broken in service, and the wearing capacity is from two to four times greater than that of any type heretofore used. The company next took up a more important and difficult question. Chilled iron is from six to eight times harder than steel, and it had been practically impossible to treat it mechanically in any manner as steel wheels are finished—that is, to turn chilled wheels true, and to perfect their general mechanical conditions. Machinery for treating chilled iron had been constructed, but the processes were so difficult and slow that to attempt to finish an ordinary output would have involved a larger and more expensive plant than that required to produce the wheels in the first place; and yet, if the higher order of manufacture in chilled wheels was to be established, it was absolutely necessary to remove the mechanical imperfections found in castings as ordinarily delivered from the foundry. It may not be generally known, but it is nevertheless a fact, that with all other manufacturers chilled wheels are delivered for service as a simple foundry product, and the only mechanical preparation consists in boring the axle seat and pressing in the axle. In endeavoring to deal with chilled iron mechanically, the attempt an order of operations that have never before been conducted successfully. The outlay involved was very great, but not more than the benefits which accrued. Chilled wheels, instead of being put into service in an untrue, unbalanced and crude condition, are now brought to a perfect stage of mechanical finish, and when worn to a certain degree, instead of being consigned to the scrap iron pile, can be re-turned for further service. It is not in any measure extravagant to say that this adds over 100 per cent. to the mileage that may be obtained from chilled wheels of the best manufacture. Evidence that the work of the St. Thomas Car Wheel Co. is duly appreciated, is afforded by the fact that their wheels are in use under the heaviest locomotives on limited trains, and also that they are used in as large diameters as forty and forty-two inches under passenger equipment on a number of Canadian railways, replacing the steel tired wheels previously employed, and it is now admitted that they give better service than that given by even the most famous steel wheels. It is difficult for the railroad men who believe in moving slowly to realize what all this means, but the certainty of their ultimate favorable opinion may be deduced from the fact that the relative expense of chilled wheels made under the system referred to compared with the expense of steel wheels, stands as one to seven or eight, on the most conservative estimate, and that no type of steel wheel has ever given the record made by the St. Thomas wheel, i. e., not one case of breakage in 300,000 to 400,000 wheels made in the past ten years and used in every kind of service, passenger, locomotive, etc. That the St. Thomas Car Wheel Company has been able to create and sustain this magnificent record of absolute safety, and to further add to their wheels the feature of mechanical perfection, is a silent but far-reaching argument in favor of the continued prosperity of the company. The work has been accomplished under many difficulties and in the face of considerable unbelief as to the ultimate possibilities, but it now stands firmly planted as a fact, demonstrated on a scale sufficient to make it most convincing. The product of the company has found its way into every quarter of Canada, and is now enter-



DR. FITZSIMONS

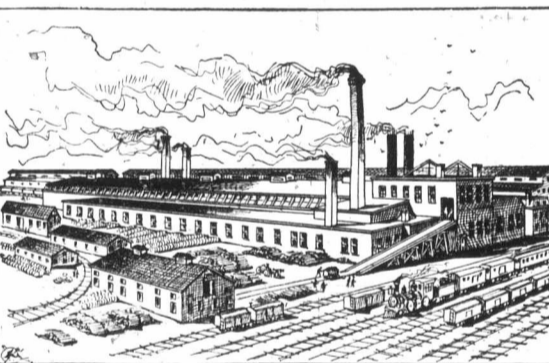
ing other countries, with every prospect of a great future business abroad. Active canvass is being made throughout Europe and the colonies, and the company has arranged for representations in nearly all of the leading centres. The iron used by the company is largely obtained from the Canada Iron Furnace Company, operating furnaces at Radnor Forges, Quebec. The peculiar qualities of this iron give to chilled cast iron the conditions of strength and resistance to wear to an extreme degree; and the wheels made by the St. Thomas Car Wheel Co. in the past four years out of the iron named have given most extraordinary mileage results. The iron manufactured by the Canada Iron Furnace Co. is made exclusively from bog ores of the Laurentian mountain district, and is the only iron in the world made exclusively from bog ores. The earlier manufacture of Swedish iron was carried on with the use of bog ores to a considerable extent, and it was really at the time of their use that the reputation of Swedish iron was established. In consequence of the giving out of the bog ore deposits, the use of bog iron has been practically abandoned in Sweden for many years. The operations of the Canada Iron Furnace Co. therefore promise to develop in Canada the manufacture of a special quality of iron that will possess the advantages found in Swedish iron in its best days. The St. Thomas Car Wheel Co. realized the importance of this condition in Canadian iron several years ago and has since been engaged in developing the possibilities and extending its use with the most satisfactory results. The very high conditions of strength and wear referred to have enabled the company to place the wheels made from this metal in successful competition with steel tired wheels used abroad and particularly on electric railroads where the use of the steel wheel has been found impracticable owing to the peculiar condition of service. It is a remarkable fact that thus far it has been absolutely impossible to use steel wheels on electric railroads, as the greater contact between the wheels and the rails wears away the flange of the former so quickly. Chilled wheels of a superior quality are therefore imperative for electric service, and in proportion as electricity displaces steam in railroad operations, the demand for such wheels will increase. The St. Thomas Car Wheel Company undoubtedly have before them a brilliant future.

G. FITZSIMONS, L.D.S., M.C.D.S.

HAS been established in practice in St. Thomas for the past sixteen years. His dental parlors are in the second flat of the large three-story brick building at No. 335 Talbot street, and his practice includes all modern dentistry, but makes a specialty of gold-filling and crown work, never extracting a tooth, where it is possible to save it. He is furnished with all the latest appliances of modern dentistry, and is thoroughly skilled in his profession. He takes an active interest in all matters pertaining to the advancement and welfare of the city, but has never aspired to public office. He is popular personally in the city, and his standing in his profession is very high. Has always taken special interest in students, endeavoring to perfect them in the skill of the profession, having a number to teach every year. The doctor is owner of "Ottoford," a beautiful suburban estate, where he lives a quiet unostentatious life.

JAMES HALES

OCCUPIES the whole of the ground floor of the large, three-story brick building, 60 x 20 feet in area, at No. 423 Talbot street, where he carries on an extensive business as a family butcher and dealer in fresh and salted meats of all kinds. Mr.



ST. THOMAS CAR WHEEL WORKS

Hales has been established in business for the past eleven years and has built up a very large family trade among the people of St. Thomas and bears the reputation of dealing in only the finest classes of meats of all kinds. He is an Englishman by birth but has resided in Canada for a number of years. His shop is probably the best equipped of the kind in the west.

JAMES & CO.

JAMES & CO., chemists and druggists, opticians, dealers in seeds, etc., took possession of their present fine place of business on the corner of Talbot and William streets, in the west end, about two business days ago. Mr. James carries a very large stock of drugs and druggists' sundries, fancy goods, etc., making a specialty of Dr. Keating's English cough cure, a guaranteed remedy, and being also sole agent for Clark's condition powders, Clark's pain killer, corn cure, also the Universal hair restorer and Clark's liquid hair dye, the celebrated rock crystal spectacles and Clark's baking powder, all of which bear a very high reputation. Mr. James was originally from Strathroy, and he comes to St. Thomas with the reputation of being a thoroughly energetic and progressive business man, and one calculated to make himself popular in all circles. There is no doubt that he will succeed in building up a very large trade in St. Thomas and throughout the county of Elgin.

D. K. MCKENZIE

MR. D. K. MCKENZIE carries on business as a broker, insurance and steamship ticket agent, occupying the whole of the ground floor, 40 x 15 feet, of the fine large three-story brick building at No. 292 Talbot street. Mr. McKenzie has been established in business for fifteen years, and has been very successful. He is a native of Ross-shire, Scotland, and has lived in St. Thomas for a great number of years. He has been a valued member of the school board, having had the unprecedented honor of being its chairman for fourteen or fifteen years. He is also a member of the board of trade, and takes an active interest as a member of Knox Church, contributing largely to the moral and material welfare of the city.

GEO. GARROW

GEORGE GARROW, builder and contractor, occupies the extensive premises at the corner of Catharine and Curtis streets, where he carries on business as a manufacturer of sash, doors, blinds and house furnishings of all kinds. The planing mill is a one-story frame, 40 x 40 feet, and he also occupies a space, 40 x 60 feet over the Erie Iron Works, and gives employment to six to fifteen employees. Mr. Garrow is of Scottish birth, but has resided in St. Thomas for eight years, and has been established in business for four years. He is a gentleman who is highly regarded in his business relations, and is very popular personally. His trade extends all over Western Ontario, and the establishment is one of the leading factors in the industrial enterprises of St. Thomas.

J. J. TEETZEL, L. D. S.

THE dental parlors and reception room of Mr. J. J. Teetzel, L. D. S., are situated in the second flat of the fine, large, three-story brick building, 110 x 40 feet, on the corner of Talbot and Hiawatha streets, opposite the JOURNAL office. Dr. Teetzel is a Canadian by birth, having been born within gunshot of this city, and has been in practice for the past twelve years. His office is fitted up with all modern appliances, as he keeps pace with all the developments of science in his profession. He has a very extensive practice. Dr. Teetzel is a very popular young man personally, being esteemed by all.

J. Z. LONG & SON

J. Z. LONG & SON, architects, sanitary engineers and patent solicitors, have their offices in the handsome JOURNAL building. They have been established in business for ten years, prior to which the senior member of the firm was a building contractor. Both are registered members of the Ontario Association of Architects, and are fast pushing to the front as electrical engineers. Many of the finest buildings in this city and the towns of Southern Ontario, a number of which are illustrated in this issue, have been constructed from their designs. The senior member, who is still in the prime of life, commenced his career on a farm in North Norfolk, and came to this city in the employ of the C. N. R. during its construction. He has always taken an active part in public affairs, his name having been frequently mentioned for parliamentary honors, but so far he has never aspired to the position of a candidate, having always declined when nominated in convention, although he would not doubt prove a formidable candidate against any opposition, on account of his membership in a number of fraternal societies. The junior member was born in the city and since completing his education has devoted his time to his profession. He enjoys the distinction of being the youngest architect ever licensed to practice in Ontario. On attaining his majority he became a partner in the business, which has grown and prospered until now the firm, besides their large local business, have work in the U. S., Manitoba and the Northwest.



J. Z. LONG

G. W. CAMPBELL

CHEMIST and druggist, occupies the whole of the first floor of the fine large three-story brick building at No. 331 Talbot street, where he keeps on hand a full supply of pure drugs, druggists' sundries, perfumery, patent medicines, toilet articles, fancy goods, etc. He has been in business for four years, and has built up a very large local trade and earned for himself the reputation of being an exceptionally accurate and painstaking dispenser. He is a skilled chemist and pharmacist, and has several preparations of his own manufacture on the market that have been highly spoken of, and find ready sale because of their curative properties. Mr. Campbell is counted as among our most progressive young business men, and as a citizen enjoys the respect of all.

GEORGE SEARL

GEORGE SEARL occupies the two stores at Nos. 51 and 53 Catharine street, consisting of the whole of the ground floor and basement of the fine, large, three-story brick building, 100 x 46 feet in area. He is a very extensive dealer in staple and fancy groceries, provisions, fresh and salted meats, crockery, etc., and has been established in business for the past thirteen years. During that time he has built up the enormous trade he now enjoys, having gained a reputation for keeping none but the choicest and freshest goods. Mr. Searl is an Englishman by birth but has lived here many years and has made a host of friends.

S. V. WILLSON.



D. O. LONG OF LONG & SON

MR. S. V. WILLSON is the proprietor of one of the greatest industrial enterprises in the county of Elgin, doing a business of nearly one hundred thousand dollars annually. He is the owner of the extensive woolen and flour mills at Union. They were first established in 1840, Mr. Willson taking possession in 1865, and were burned down in 1887, but at once re-erected. The flour mill is a three-story frame structure, with a basement, and has an area of 40 x 40 feet, while the woolen mill is a two-story frame, 120 x 34, with an annex 40 x 30, together with a boiler house and storage buildings. Mr. Willson's St. Thomas headquarters are in a three-story brick building at No. 228 Talbot street, he occupying the ground floor as a store and warehouse. He gives employment to from fifteen to twenty hands. He is also in partnership with his brother in the Dutton woolen mills. Mr. Willson is a Canadian by birth, and is a thorough man of business in every particular. He is shrewd, active, energetic and upright and honorable in all his dealings. In his personal relations he is highly popular with all classes of the community.

S. DUBBER

MR. S. DUBBER carries on business in the large three-story brick building, of which he occupies the whole, at No. 274 Talbot street. He is a dealer in all kinds of fresh and salted meats, hams, bacon, lard, etc., and counts among his customers many of the leading families and hotels of St. Thomas. His stock of meats is always large and of the best quality that the market affords. He is himself a first-class judge of meat, and handles none but the finest. Mr. Dubber has been in business in St. Thomas for nearly twenty-two years, and has built up for himself a reputation for being a square-dealing business man, a first-class purveyor in his line, and an estimable citizen.