

MR. BERTRAM, the new proprietor of the Dundas axe factory, assumed possession this week, and has been busy taking stock ever since coming to town. He and Mr. Hourigan, the manager, have gone to Saginaw, Mich., to purchase machinery and secure a number of hands.—*Dundas Standard*.

MESSRS. BROWNLEY & Co. have succeeded to the business of Messrs. Harris, Allan & Co., brass founders, St. John, N.B. The concern do all kinds of brass work. Mr. Brownley is the inventor of an improved roller bush for sheaves, and also of a patent lubricator for which great merit is claimed.

SHIPBUILDING timber is said to be very scarce in the San Francisco market. Owing to the high price of Oregon pine, yellow fir is being imported from British Columbia. Shipbuilders speak of it, says the San Francisco *Examiner*, as "a splendid substitute, being straight as an arrow and not a knot in it."

THE city authorities of Vancouver, B.C., have passed a by-law granting a bonus of \$25,000 for the establishment of smelting works in that city. Why don't the Vancouver papers, in giving such items of news give the names of the parties or company who propose erecting the smelting works. Pray be more definite.

THE Canada Lumber Company, whose extensive lumber mills are at Carleton Place, Ont., have decided to remove their works to Ottawa, where it is said they can cut their logs at less cost and ship their lumber to better advantage. During the working season about 300 hands are employed in and about these mills.

CITY ENGINEER RUTTAN, of Winnipeg, in reporting to the city council on the question of procuring water power at that city sufficient for manufacturing purposes, recommends cutting a canal between Lake Manitoba and the River Assiniboine. The total cost of the improvements recommended is about \$700,000.

MR. THOMAS O'NEILL, Paris, Ont., is running his flouring mill on what is said to be an entirely new roller system, the invention of Mr. D. R. O'Neill, of that town. The process differs materially from all other systems, the quality of flour produced being finer and the quantity greater than by the ordinary roller process.

THE Courtland Carriage Co. of Courtland, N.Y., has been granted a bonus of \$20,000 and certain valuable privileges by the city authorities of Brantford, Ont., as an inducement to establish a branch of their works in that place. We are informed that the new works will be known as the Brantford Carriage Works Company.

THE people of Trenton, Ont., are elated over the prospective starting of smelting works in that town. Mr. Peter McLaren is to give \$200,000 to the enterprise, if the town gives \$50,000 for the same purpose. A resolution of the council was passed, unanimously accepting the proposal, subject to the approval of the ratepayers.

THE John Abell Engine and Machine Works, of Toronto, have secured the right to manufacture the Reliance safety water column, the patents of which are owned by the Reliance Gauge Co., Cleveland, and will supply the steam users of the Dominion on the same liberal terms adopted by the American manufacturers of these safeguards.

THE Deseronto correspondent of the *Napanee Beaver* says that "Messrs. Roach, Mitchell and Bick are making out plans for the new shingle mill"; but the information is too vague to be of much value. Do the gentlemen named own the proposed new mill, or are they architects who are making plans for others? If so, whose mill will it be?

THE American Watch Case Company, 57 Adelaide street west, Toronto, manufacturers of watch cases, was awarded a gold medal at the Dominion Industrial Exhibition, recently held in this city. This company show their appreciation of what was said about them in a late issue of this journal by embodying our entire article in an advertisement.

THE W. F. Cochrane Roller Mills Supply Company, of Hamilton, Ont., has been incorporated with a capital stock of \$150,000. Messrs. W. F. Cochrane, of Washington, D.C., Joseph Simpson, Chas. Riordon, and H. Fuller, of Toronto, and John W. Nesbitt, of Hamilton, as incorporators. The headquarters of the company will be at Hamilton.

MESSRS. ISAAC SIMPSON & Co., Brantford, Ont., manufacturers of carriages, wagons, sleighs, etc., now have, according to the *Courier*, one of the largest, finest and most thoroughly equipped factories in Canada, the rapidly increasing business of the concern having caused them to recently make very extensive additions to their previously large works.

THE Alberta Lumber Company, Calgary, Alberta, are about erecting a lumber mill in the Red Deer country, about 100 miles north of Calgary. The mill, which will be ready for operations early next spring, will have capacity to cut 50,000 feet of lumber per day. The Alberta and Athabasca Railway is projected to extend through the district in which this mill will be.

MESSRS. M. BRENNAN & SONS, lumber merchants and saw and planing mill proprietors, are building a new saw mill on their timber limit, Huntsville, Ont. This mill will have a capacity of about 75,000 feet per day and will be the largest of their three mills. The mill building is now up, and the two 75-horse-power boilers and the 150-horse-power steam engine are in position.

THE Canada Paper Company have removed their Toronto office and warerooms from No. 11 to No. 13 Front street west, in which place they have greatly enlarged facilities for the transaction of their business. This company have been subjected to some unavoidable delays in the completion of their new paper mills, but they expect to have them in full operation in a few days.

THE large knitting mills of Mr. J. Ellis, at Port Dover, Ont., were totally destroyed by fire on Oct. 13th inst. The fire commenced in the picking room on the fifth story, and on account of the inflammable nature of the material, gained such headway that it was impossible to remove any part of the machinery. A small quantity of manufactured goods in the first story was removed.

RECENT substantial improvements in Galt, Ont., include a \$1,000 addition to the saw works of Messrs. Shurly & Dietrich; \$500 addition to factory of Victoria Wheel Company; \$10,000 machine shop for Goldie & McCulloch; \$1,500 carpenter shop addition to McGregor, Gourlay & Co.'s machine works; and a \$1,000 sash and door factory in connection with Geo. Hespeler's saw mill.

THE steamer *Pasadena*, fitted to use petroleum for fuel, is about to leave San Francisco for Humbolt Bay, in the lumber trade. Fourteen thousand gallons of crude oil will be stored in her tanks. The petroleum will be fed to the furnaces in combination with steam by means of a spraying attachment. The smoke given off is not perceptible. The experiment is watched with much interest.

A CAR of anthracite coal from the Banff mines arrived at Vancouver a few days ago, consigned to the Naval Department, Esquimalt. The naval authorities have decided to give this coal a trial, and if the test is satisfactory it is probable the company will receive a large order. One hundred carloads of anthracite coal from these mines are lying at Port Moody awaiting transshipment to San Francisco.

GUS WRIGHT started for San Francisco on Monday morning, going overland. It is understood that his visit is in connection with the formation of a company to establish smelting works at Vancouver, which city offers a large bonus for that object. Negotiations have already taken place between the Illecillewaet company and San Francisco capitalists, and a favorable result is confidently anticipated.—*Victoria Times*.

A VEIN of natural gas has been struck on the farm of Mr. Angus Courtney, near Courtwright, Ont. When struck the pressure of the escaping gas threw sand and gravel from the well to the height of fifty feet, covering the ground for acres around with the debris. The sound of the escaping gas can be heard for a great distance, sounding like rolling thunder. Courtwright is a small town in the vicinity of London, Ont.

MESSRS. GEO. F. HAWORTH & Co., Toronto, are pushing work on their leather belt factory, alluded to in our last issue, and expect to have it ready for operation early in December. This factory is located in the four-story brick building at 11 Jordan street, lately occupied by the Grant Lithographing Company. It is being equipped with the best and most efficient machinery, and will be conducted by experienced men.

THE largest leather belt ever made in New England or set running here reached this city this week, from the factory of Mr. Samuel Kidder. The dimensions of the belt are 120 feet long and four feet wide. It is three-ply, weighs 1,500 pounds, and employed in its manufacture 100 hides. The belt will be exhibited at the Mechanics' Exhibition by Mr. Kidder, until the Boston Cordage Company, for which it was made, requires it.—*Manufacturers' Gazette, Boston, Mass.*

THE steamer to be built by the Hudson Bay Company at Arthabasca, Alberta Territory, the coming winter, is to be 114 feet kee and 26 feet beam—a stern-wheeler—the cylinder of the engine being 12 by 42 inches. This steamer will supply the missing link in the chain of steamboat communication reaching from Winnipeg to the Arctic Ocean, all owned and operated either directly or indirectly by the Hudson Bay Company, and will completely establish the northern trade by the Edmonton route.