

The warehouses of Messrs. Chaput, Fils & Co., the British Thread Trust and the Canada Hardware Co., at Montreal, were destroyed by fire September 21. Loss about \$750,000.

The Canadian Rubber Co., Montreal, are enlarging their plant and installing new machinery at a cost of about \$375,000.

The Canadian Government have authorized the purchase of a new set of cartridge machinery for the Quebec arsenal.

A branch post office building, 90x50 feet, will be erected in Montreal.

The Quebec Furniture Co.'s warehouse, Quebec City, was destroyed by fire September 22. Loss about 40,000.

From now to the first of November it is estimated that over 100,000 tons of steel rails will be brought into Montreal alone. The unprecedented rush is due to the fact that to escape the duty of \$7 a ton all rails ordered before August 23, have to be brought into Canada before the first of November. The largest amount of rails now coming in at different ports of entry, from United States are consigned to the Canadian Pacific Railway Co. from the Pennsylvania Steel Co. The railway had a contract for 40,000 tons with an option for 60,000 tons at the same price. Part of the first contract has already been supplied but the rest of it and all the new contract of 60,000 tons will be rushed in.

Mr. A. G. Ross, the Montreal manager of the National Trust Co., has purchased the Sissiboo Pulp & Paper Co.'s properties near Digby, N.S.

The Locomotive & Machine Co., Montreal, have just completed for the Grand Trunk Railway Co., the first two large-type locomotives to be turned out from their works.

The Canadian Pacific Railway Co., Montreal, will construct two heavy tonnage eighteen knot passenger steamers for their Atlantic service. Tenders for same will be invited shortly.

The Montreal Burns Club will erect a statue of Robert Burns in that city at a cost of about \$15,000.

The Quebec Electric Co., Quebec City, will build an electric railway from St. Anne to Murray Bay, Que.

The Canadian patents recently secured through the agency of Messrs. Marion & Marion, patent attorneys, Montreal and Washington, D.C., were the following: A. M. Bauckham, Wellington, N.Z., means for retaining and locking window sashes at any desired height; A. Gamache, Bartlett, N.H., telephone transmitter; R. Rouge, Paris, France, windings of electrical machines and appliances; A. Dumont-Degoff, Brussels, Belgium, crushing or grinding machines; Wm. J. Mundy, Petrolia, Ont., down draft, base burning stove; H. LaRose, Vercheres, Que., baling press; H. T. Hughes, Frankfort, N.Y., nut lock.

Mr. O. Daoust's creamery and grist mill at Masson, Que., were destroyed by fire September 19. Loss about \$5,000.

The Trois-Pistoles Pulp & Paper Co., Trois-Pistoles, Que., have increased their capital to \$300,000.

The Haskell Lumber Co., Monte Bello, Que., have been incorporated with a capital of \$300,000, to manufacture lumber, pulp,

pulp wood, etc. The provisional directors include W. L. Haskell, Ulysses, Pa.; M. S. Haskell, Herring, Pa., and G. W. Thayer, Rochester, N.Y.

The Salvation Army of Montreal will erect a new barracks at a cost of about \$30,000.

The steamer Admiral of the North American Transportation Co., Quebec City, was destroyed by fire at Montreal October 4. Loss about \$35,000.

The announcement recently made by the Canadian Pacific Railway Co., that they will further invade the passenger and freight business of the Atlantic by the construction of two large tonnage vessels, with a speed of 18 knots, has caused considerable interest in Montreal, as it means that the company will place themselves in a position to compete with the Allan Steamship Co.'s splendid fleet, running in conjunction with the Grand Trunk Railway. Mr. Arthur Piers, the manager of the Canadian Pacific Railway steamship lines, states that it had been decided that the steamers required should be constructed by the company on the most modern and improved patterns. This decision means that the steamers will not be available for service until about the beginning of next September. The contract for the new steamers will be signed immediately after the annual meeting of the company.

The determined action of American companies to assure for themselves a good share of the big increase in the business of Canada in the next decade is shown by the announcement made almost simultaneously by three different companies of their decision to either extend or establish plants in Canada. The three companies which are all looking for railway development are the American Locomotive & Machine Co., the Simplex Railway Appliance Co., and the Canada Car Co. The Locomotive & Machine Co. announce that they will double the capacity of their plant at Longue Pointe, to the east of the city, while both the other companies will erect plants that will cost over a million and a half dollars, to the west of the city, on the Grand Trunk Railway line. The Simplex Appliance Co., up to the present time, have only had a leased plant, and will erect a large modernly-equipped one that will be in operation by September 1, 1905. The Canada Car Co., which is controlled by interests of the American Car & Foundry Co., and the Pressed Steel Car Co. have formed an alliance with the Grand Trunk Railway, and General Manager Coleman, who was formerly vice-president of the American Car & Foundry, states that his company are sure of getting enough of the Grand Trunk Pacific business to keep the plant in operation for close to two years.

The Chatham Pulp & Paper Co., Lachute Mills, Que., have been incorporated with a capital of \$200,000, to manufacture pulp, paper, etc. The provisional directors include T. H. Ayers, J. T. Ayers and J. T. Griffith, Lachute Mills.

Compagnie Générale d'Enterprises, Montreal, have been incorporated with a capital of \$1,000,000, to erect and operate pulp and saw-mills, etc. The provisional directors include F. Allard, J. Coiseau and J. Dollfus, Paris, France.

The Eastern Townships Furniture Mfg. Co., Arthabaskaville, Que., have been incorporated with a capital of \$50,000, to manu-

facture furniture, etc. The provisional directors include E. Crepeau, F. Beauchesne and P. H. Cote, Arthabaska, Que.

The John McDougall Caledonian Iron Works Co., Montreal, will supply that city with three boilers for waterworks purposes at a cost of \$15,350.

The Dominion Iron & Steel Co., Sydney, N.S., have most of the machinery for their rail mill on the ground; the balance of it is ordered and will be delivered inside of the next sixty days. This mill the company expect to start early next year. Its capacity will be 1,000 tons per day. At the present time the rod mill is operating and turning out from 110 to 130 tons per shift.

The Robb Engineering Co., Amherst, N.S., are receiving a large number of orders for engines and boilers from the West, including two large compound Corliss engines for the Canadian Pacific Railway metallurgical department at Banff, N.W.T.; a tandem compound Corliss engine for the Stratford, Ont., shops of the Grand Trunk Railway, to be used for electric driving, and a compound engine for the Dominion Bridge Co., Montreal. A compound engine is being shipped to Australia, which is the third engine sent to the same company. The company are at present erecting engines for several of the large towns in Western Canada, including Edmonton, Calgary, Red Deer, Wetaskiwin and Moose Jaw. These are all for municipal lighting or water works plants, and serve to illustrate the rapid extension of the North-West.

Messrs. McNeil Bros., New Glasgow, N.S., will erect an iron working plant at Port Hawkesbury, N.S., at a cost of about \$35,000.

A wireless telegraphy station will be erected near Port Morien, N.S.

The Elder-Dempster steamer Degama, Capt. Brydges, sailed from Sydney, N.S., September 20, for Vera Cruz, Mexico, with a cargo of 400 tons of coal from the Dominion Coal Co. for the Inter-Oceanic Railway of Mexico. This is the first cargo of Canadian coal shipped to that country, and is for the purpose of experiment. Should the test prove successful it is expected that an extensive coal trade between Cape Breton and Mexico will be the outcome.

A large fire occurred at Halifax, N.S., September 19, which destroyed the following companies warehouses: Messrs. Black Bros.; Pickford & Black; Leslie, Hart & Co.; Bryant & MacDonald; and R. B. Seaton & Co. Total loss about \$200,000.

The City Council of Halifax, N.S., will purchase 1,000 feet of rubber hose, and are considering the purchase of a fire boat.

The Dominion Coal Co., Sydney, N.S., have awarded to Captain Nilsen, representative of a Norwegian firm, the contract for the construction of three large steamers to be used for the coal trade from Sydney to Montreal. The steamers are to be built of steel, by J. Thompson Co., Sunderland, England, and will cost about \$500,000. They will be 360 feet long, 49 feet 6 inches beam, with a draught of 22 feet, and will have a carrying capacity of 6,500 tons.

The Victoria Acetylene Mfg. Co., have been incorporated at Fredericton, N.B., with a capital of \$25,000, to manufacture gas machines, generators, etc. The provisional