

on prosperous careers, and it is owing principally to the guidance and practical knowledge of the parent firm, that these companies have flourished so well. Mr. Drummond is the managing director of the Canada Iron and Furnace Company, and a director of the Canada Iron Furnace Company Works, at Midland, Ont., and Radnor, Que. He is also a director of the Montreal Pipe and Foundry Co., with works at Three Rivers, Que., and Londonderry, N.S., and of the Canadian Iron and Foundry Co., with works at Hamilton and St. Thomas, Ont., and is also a director of the Londonderry Iron and Mining Co., manufacturers of pig iron, with blast furnaces and mines at Londonderry, N.S. Mr. Drummond is the first vice-president of the Montreal Board of Trade, and one of the most popular officials of that important body.

#### WHOLESALE HARDWARE ASSOCIATION.

The Canadian Wholesale Hardware Association held its annual meeting in Toronto last month, under the presidency of T. B. Lee, of Rice Lewis & Son, Limited. The following officers were elected for the coming year: President, F. O. Lewis, of Lewis Bros. & Co., Montreal; vice-president, John Bowman, of the John Bowman Company, London; secretary-treasurer, Jenkins and Hardy; executive, Thomas Birkett, of Ottawa; A. J. Jeannotte, of Montreal; W. Shaw, of Quebec; C. A. Whitman, of London, and A. G. Macpherson, of Montreal.

One of the important questions discussed was the recent advance in wire made by the American Steel and Wire Company, one of the connections of the United Steel Trust. This drove the Canadian manufacturers to seek a supply in the British markets and from small concerns in the United States outside of the trust. The Steel Trust now retaliates with a threat to dump its manufactured products at sacrifice prices on the Canadian market, unless the Canadian manufacturer will submit to buy from it. For some time it has been quoting prices to Canadian customers much lower than those charged for the same products by the American Steel and Wire Company in the United States. Canadian wire manufacturers consider such a policy a veritable "hold up." Some manufacturers were practically driven out of the manufacture of barbed wire and galvanized wire by the American competition when the Government removed the duty on these articles in January, 1898.

#### CANADIAN MANUFACTURERS' ASSOCIATION,

The annual meeting of the Canadian Manufacturers' Association was held in Toronto this year, and was largely attended. The first day was devoted to meetings of the various sections. One of the most important matters which came before the Association was the tariff. The resolution adopted at Halifax last year was reaffirmed. It was in favor of immediate and thorough revision of the tariff. The system of giving bounties as a substitute for protection was condemned; also any reciprocity with the United States, which would affect Canadian manufacturing industries. The formation of a permanent tariff commission of experts was recommended. Another important matter was the attitude of the labor unions. The Association sees only disaster in the demands and coercion of the unions. The scarcity of labor was referred to. The committee, which had to consider the matter, ascertained that there are 11,000 additional employees required by the Association alone, and recommended that steps should be taken to bring men to Canada. Copyright, currency, insolvency, postage, a fast Atlantic service, and other matters were also considered.

The social features took the form of a reception at the Parliament Buildings, a drive around the city given by the city council, a reception and garden party by the Daughters of the Empire, and the annual banquet at the King Edward Hotel.

The address of the retiring president, C. A. Birge, was most comprehensive, and well considered. George E. Drummond, of Montreal, was elected president.

At the close of the meeting a large number of the members left for a trip to the Pacific Coast.

#### TEMISKAMING AND NORTHERN ONTARIO RAILWAY.

Some forty members of the Canadian Press Association, during an excursion to the Temiskaming district last month, had the opportunity to take a run over the first twenty-nine miles of the new Temiskaming railway, being built from North Bay northward through New Ontario. The total distance from North Bay to New Liskeard, for which the contract was let, is 112 miles. The contract was let in October, 1902, and ground broken on the first of November. The track was laid for 35 miles the day the pressmen made their visit (Sept. 22nd), and was being continued at the rate of a mile a day, a track-laying machine being employed. Twenty-two miles are ballasted, and a large part of the line is graded, work going on from both ends. There is a good deal of trestle work, which is being rapidly filled in. The culverts and bridge abutments are of concrete, with steel superstructure. The bridge over the Montreal river at the 94th mile will consist of three spans of 100 feet each, the abutments and piers being of stone, as good limestone can be obtained in the neighborhood. The track is being laid with 80-lb. rails, and the roadbed is of the most substantial character. Great interest was taken by the pressmen in the operation of the Bucyrus' steam shovel, one of the most up-to-date machines of the kind, and the Ledgerwood unloader, which emptied a ballast train of twelve cars in three and one-half minutes.

A. R. Macdonell, of Montreal, has the contract to New Liskeard. Hugh Doheney is his manager, and has shown commendable energy in pushing on the work. W. B. Russell is chief engineer, with E. Perrault as assistant, and Robert Laird and R. A. Galbraith in charge of the south and north divisions.

Survey parties are in the field beyond New Liskeard, with a view to an extension to join the Grand Trunk Pacific. The road will be opened to New Liskeard early next year. It is a striking instance of rapid railway construction. The press car was the first Pullman over the road.

#### NEW CATALOGUES.

Copies of the following catalogues will be sent to persons interested by mentioning the Canadian Engineer:

Jenckes Machine Co., Sherbrooke, Que. Crocker Improved Turbine; Hoisting Engines, Mining Machinery, etc.; Horizontal Tubular Boilers and Accessories; Overstrom Diagonal Concentrating Table.

Waterous Engine Works Co., Brantford. Band Saw-mills and Sawmill Machinery.

Dodge Manufacturing Co., Toronto, Engineers', Founders' and Machinists' Supplies; Power Transmission Economics.

Robb Engineering Co., Amherst, N.S. Engines; Boilers. Sawyer & Massey Co., Hamilton. Some Interesting Facts and Views in and around Hamilton.

W. A. Fleming & Co., Montreal and St. John, N.B. Belting, Hose, Packing, Oils and General Mill Supplies.

David Bridge & Co., Castleton, Manchester. India Rubber and Gutta Percha Machinery.

Davidson & Co., Belfast. Sirocco Propeller Fans; Sirocco Induced Draft.

R. E. H. Buckner, Toronto, agent for The Central Cyclone Co., London, Eng. Cyclone Pulverizing Plant.

The Hayward Co., New York. Digging Machinery; Orange Peel and Clam Shell Buckets.

The Carborundum Co., Niagara Falls, N.Y. Carborundum.

Bement, Miles & Co., Philadelphia. Steam Hammers. Sherwood Manufacturing Co., Buffalo. Engine and Boiler Supplies.

Stromberg-Carlson Telephone Mfg. Co., Rochester and Chicago. Interurban Telephones.