

## APPLICATION TO QUEBEC LEGISLATURE.

*The Quebec and Lower Province Railway Company*, will apply to the next session of the Québec Legislature for an Act of incorporation to construct and operate a railway from a point on the River Saint Lawrence, at or near the town of Lévis, in the district of Québec, connecting with the proposed bridge across said river, and thence by the most favourable route through the districts of Québec and Beauce, to a junction with the Canadian Pacific short line, at or near Lake Mégantic, in the county of Compton, in the district of Saint Francis.

## NEW JOINT STOCK COMPANIES.

Under the "Companies Act" of the Dominion of Canada letters patent of incorporation have been issued to:—

*The Chemical Manufacturing Company, Limited*, with a capital stock of twelve thousand dollars; headquarters at Brantford, Ont., for the manufacture and sale of acid phosphate, burnt alum, acetic acid, acetates and other chemicals.

Under the same Act notice of application for incorporation is given by:—

*The Canadian Electric Gas Improvement Company, Limited*, with a capital stock of \$500,000; headquarters at Amherst, N. S., to carry on the business connected with lighting, heating, and power, and improved system of illuminating and fuel gas and electricity.

*The Canadian Natural Gas Company, Limited*, with a capital stock of \$12,500; headquarters at Walkerville, Ont.

Under the provisions of the "Companies Act" of the Province of Ontario letters patent of incorporation have been issued to the following:—

*The Electric Light, Telephone, and Power Company, of Rat Portage, Limited*, with a capital stock of \$80,000.

*The Home Circle Printing and Publishing Company, of Toronto, Limited*, with a capital stock of \$3,000.

*The Goderich Organ Company, Limited*, with a total capital stock of \$10,000.

*The Toronto and Midland Manufacturing Company, Limited*, with a capital stock of \$20,000.

*The Howard Furnace Company, of Berlin, Limited*, with a capital stock of \$24,000.

*The Greybill Manufacturing Company, Limited*, with a capital stock of \$25,000.

## MERCANTILE AGENCY REPORTS.

**BRADSTREET'S.**—Business failures, number 170, in the United States last week against 218 week before last and 141 the same week last year. Canada had 16 last week against 16 the preceding week. The total failures in the United States, from January 1st to 17th July, are 6,425 against 5,694 in 1888.

## THE NEW YORK BANK STATEMENT.

The following is a comparison of the averages of the New York banks for the last two weeks:—

|                         | July 13-20    | July 20-27    |
|-------------------------|---------------|---------------|
| Loans                   | \$420,890,700 | \$419,858,400 |
| Specie                  | 74,211,300    | 74,857,200    |
| Legal tenders           | 43,376,100    | 43,552,700    |
| Net deposits other than | 1,039,919,200 | 1,039,919,200 |
| United States           | 1,039,919,200 | 1,039,919,200 |
| Circulation             | 3,033,000     | 3,027,100     |

The following shows the relation between the reserve and the liabilities:—

|                                   | July 13-20    | July 20-27    |
|-----------------------------------|---------------|---------------|
| Specie                            | \$71,241,300  | \$74,857,200  |
| Legal tenders                     | 43,376,100    | 43,552,700    |
| Total reserve                     | \$110,937,300 | \$117,909,900 |
| Reserve required against deposits | 117,017,400   | 110,555,075   |
| Above legal require-<br>ments     | 6,639,100     | 7,354,825     |

A year ago surplus reserve amounted to \$26,440,400 or \$19,185,575 more than on Saturday last.

**HE DIDN'T PROSECUTE.**—A good story is told of a certain irritable merchant of St. Louis. He was on a street car, when the driver of a heavy wagon ahead unwarrantably started to cross the track and stuck. It meant a considerable delay, and the merchant angrily cried out: "Driver, see, what name is on that wagon and bring it to me. I will prosecute the firm that owns it, if they are worth millions." This thing of stopping a street car full of passengers just because the driver of a delivery team happens to be in a hurry is an imposition. By heavens! I will make one firm teach their drivers some sense! Just then the driver yelled out the name of the firm owning the wagon. The merchant flushed and the passengers roared. Then the merchant got up saying that he guessed he would walk. It was his own wagon.—*Minneapolis Commercial.*

## SELECTIONS.

AN average of five feet of water is estimated to fall annually over the whole earth, and assuming that condensation takes place at an average height of 3,000 feet, scientists conclude that the force of evaporation to supply such rainfall must equal the lifting of 322,000,000 lbs. of water 3,000 feet in every minute, or about three hundred billion horse power constantly exerted. Of this prodigious amount of energy thus created a very small proportion is transferred to the waters that run back through rivers to the sea, and a still smaller fraction is utilized by man; the remainder is dissipated in space.

**COOKING BY ELECTRICITY.**—The Hotel Bernina, at Samaden, has for some time been lighted with electricity, power being supplied by a water-fall. As during the day this power is not required for lighting, and is therefore running to waste, the proprietor of the hotel has hit upon the idea of utilizing the current for cooking when it is not required for lighting, and an experimental cooking apparatus has been constructed. This contains German silver resistance coils, which are brought to a red heat by the current, and it has been found possible to perform all the ordinary cooking operations in a range fitted with a series of such coils.

**WATERPROOFING PAPER.**—A patent has been taken out in England for a process intended to render paper impervious to the action of acids, water, air, etc. The process is as follows:—A bath of bisulphide of carbon and gutta percha is first prepared, sufficient bisulphide of carbon being used to dissolve the gutta percha and form a solution. The paper is then immersed in this solution and left therein for twelve hours or more. The material is then removed and allowed to dry for two hours, after which it is pressed so as to cause the gutta percha to form a solid coat upon the material. After being subjected to pressure the material is again allowed to dry for twenty-two hours, and the entire process is again repeated. The material is then ready for use.—*The Paper Trade Journal.*

**STEEL HOUSES.**—A very favorable account is given in the French papers of the new system of building houses of steel plates, introduced some time ago by M. Darny, manager of the Société des Forges de Châtelleraud, who has satisfactorily ascertained that corrugated sheets of no more than a millimeter in thickness, are sufficiently strong for building houses several stories high, and the material used allows of quite a variety of architectural ornamentation. The plates thus employed are of the finest quality, and, as they are galvanized after they have been cut to the sizes and shapes required, no portion is left exposed to the atmosphere. It is asserted that houses constructed in this manner are very sanitary, and that the necessary ventilating and heating arrangements can readily be carried out.

**EARLY HISTORY OF THE SAW.**—Saws have been discovered in Germany and Denmark which belonged to the bronze age. The metal of which they were composed was cast into a thin sheet, and serrated by breaking the edge. Equally interesting discoveries have been made in America. It has been found that saws made of obsidian, which is a kind of glass produced by volcanoes, were used during the stone age in Mexico, and saws and knives of the same material have been found in the alluvial deposits of New Jersey. The Phenicians are amongst the earliest nations which are supposed to have used the saw. The scholar is not surprised to find a very pretty story accounting for the discovery of the saw in Grecian mythology. Here the inventor is said to have found the jaw-bone of a snake, which he imitated by jaggings an iron plate. The lacustrine and other early inhabitants of Europe are credited with having made saws of flint, and the natives of the West Indian islands had saws made of notched shells.

**RAILROADS IN CHINA.**—The tone of a portion of the native press in China has entirely changed with regard to railroad building. One well-known paper, the *Shen Pao*, had a leading article recently expressing in very strong language its regret at the mistake that has been committed in stopping the works for the Tientsin-Tungchow railway, which, it says, would have been in all probability continued to the gates of Peking. It goes so far as to say that at present the building of railroads in China is as important as the repairs to the breach in the Yellow River. The most successful mines, those of Kaiping and Keelung, owe their success to railways, and if the government wishes to properly develop other mines, it cannot do so without their aid. When this unfortunate check occurred, the popular opposition to them might be said to have practically ceased, and everybody was predicting for them a brilliant future in China. The *Shen Pao* has of late been constantly urging on the public the superior benefits to a country conferred by coal mines, as compared with mines of the precious metals; coal being not a luxury for the rich, but a necessity for the millions, and requiring no preparation or refining process to render it ready for use.

## TIN AND TIN PLATES.

There is a general impression among those who have only a speaking acquaintance with the subject that the reason we do not produce tin plates in this country is due to the fact that we do not produce tin-while England does. It is true that we do not produce tin and it is equally true that England does, but on the other hand it is also true that English tin mines are very expensive to work, the production is declining and the imports of tin into that country are a constantly increasing percentage of its consumption. It is also true that in the tin deposits of the Black Hills we have a wealth of tin ore that far exceeds all of England's deposits, that can be cheaply mined and easily reduced, that should make us independent of all foreign supplies.

The fact is, however, that it is not tin itself that decides the production of tin plate. The proportion of tin used to a box of tin plates is exceedingly small, only from 3 per cent. to 5 per cent. of the weight. It is because there is duty on tinplate, which is thin sheet iron coated with tin. We do not even give tin plates the same, or one-half the same, duty as is levied on the sheets out of which they are made.

Tin plates should pay a duty that would permit of their manufacture in this country. We are the largest consumers of tin plates in the world. Three-fourths of the make of England is consumed here. Why should we not have the industry here, and why should not a protective duty be levied?

Oh the tax! the tax! Would you place a tax on the poor man's dinner pail and on the farmer's milk pail? The *Troy Times* answers this "fad" conclusively, that is conceding for argument all that is claimed as to the tariff being a tax. It says:—"Suppose, for example, that under a protective tariff duty of two cents a pound on tin plates, the whole burden should fall on the dinner pail. Would the cost of that useful convenience be doubled or even seriously enhanced? Let us see. Here in Troy a first-class No. 2 'Comfort' dinner pail, seven inches deep and six inches in diameter, with all appurtenances complete, can be purchased for 40 cents, retail price. The weight of tin plate required to make such a pail, including waste in cutting, is one pound and a half. The duty on this material at one cent per pound is one cent and a half. This cent and a half is embraced in the retail cost of the pail.

Now, suppose the duty were doubled, adding a cent and a half more to the purchase price of the article. That would be 41 cents. In order to get rid of the fraction we will call it 42 cents. This falls very far short of doubling the cost of the laborer's dinner pail. The pail will last, with ordinary fair usage, at least four years. The tax per annum on the buyer of the pail would thus be half of one cent in each year."

## NATIONAL IMPORTANCE OF COAL.

The vital importance of coal to a nation, both politically and industrially, was well shown in the events which followed the recent strike of colliers in Germany, writes Mr. Geo. G. Andre in the *Colliery Guardian*. Within a week of the stoppage of the pits, half the iron-works in the country were running short time, and other manufacturing industries were in difficulties for want of fuel. But what caused consternation in high government circles and led to the prompt and energetic interference of Prince Bismarck and the Emperor was the prospect of the whole railway system being paralyzed within a month of the cessation of the output. The extreme gravity of this danger in the case of war rendered it necessary to send back the men to the pits at any cost, and this it was above all else that induced the government to deal so sharply with the colliery owners. To prevent a recurrence of this difficulty, orders have been given to increase the railway stores of coal in hand tenfold, and to maintain henceforward a much larger quantity at the wharves than there has been in the past. Manufacturers have, as pointed out in a former note, resolved to take, for their protection in the future, similar measures to those adopted by the state railway authorities. That is, they are determined to hold larger stocks of coal in hand. The lying, especially on the part of the railway authorities, will doubtless be effected gradually, so as not to disturb the market. The German government, besides providing against the inconvenience and danger of a sudden interruption of the output of coal, by increasing tenfold the stores of railway coal, are seeking to prevent the recurrence of a general strike by establishing some kind of board of conciliation to settle disputes between masters and men.

At last the special commission sitting at St. Petersburg and dealing with the Siberian railroad question has finished its work. The project elaborated for the purpose by the late General Pankov has been adopted in its entirety. The road will pass by Omisk, Tomsk, Irkutsk, Tchita and Stretensk and will have Viadostok as its terminus. The cost of construction is estimated at about 25,000 roubles a verst, or roughly 80,000 a kilometer. It is hoped that the road will be finished in between five and six years.