

Revival of Bradford's Industry.

A correspondent of the London Times says: "The worsted industry of Bradford has been blessed by a great revival of prosperity, after a depression which began twenty years ago, when the fashion for lustrous fabrics went out, and culminated in the four years 1891-91, when the exportation of worsted coatings to the United States was almost crushed by the McKinley tariff. In the year ending with September, 1899, the United States imported more than \$5,500,000 of these coatings. The figure fell to \$1,275,628 in 1891, but rose to \$7,575,052 in 1895—the Wilson tariff having reduced the duty from 100 to 50 per cent.—and there is not house accommodation for all the workers who have returned to the mills from a period of domestic service. An increase in the American duty seems probable, but it is hoped that the West Riding industry will show itself more independent of the United States than it was. Fashion as well as tariffs has helped on the revival, lustrous materials being required for the present style of ladies' dresses especially the sleeves. If the fashion returns to soft woollen goods, Bradford might so adapt itself as to challenge the French supremacy in such fabrics. At present we import foreign stuff goods, chiefly French, valued at nearly \$3,500,000 a year." The correspondent also mentions that "the model manufacturing village of Saltaire, which the late Sir Titus Salt had to sell two or three years ago, is now as prosperous as ever. One effect of the revived demand for Bradford goods is a rise in the price of best Lincolnshire wool from 9d to 16d per pound last year. This means a gain of £1,500,000 on lustrous wool to the English farmers, and other wools have risen in sympathy."

The Dry Goods Trade.

A 10 cent advance on Balbriggan underwear is reported from the manufacturers.

White duck coats and pants are in good demand. But the general public invariably hold off until forced to buy. Similar lines of duck, but cheaper grades, are made for barbers and waiters. The general tendency of merchants is to buy smaller parcels. These purchases being turned over and repeated much oftener enable the retailer to handle more goods, as well as to keep his stock fresh, which has an important effect on the salesman as well as on the general public. So many new and nobby designs are continually being introduced that it is necessary for a merchant to buy frequently so as to be up to date. The time is past when a merchant can sell to advantage shopworn goods.

There is a craze for bicycle materials. Among these are the bicycle suits and stockings. This has become a very large branch of the trade. Ready-made bicycle suits having a skeleton coat, plain single-breasted sack and the Norfolk jacket, with knickers to match, are leaders. Some of these suits have the long trousers as well. The bicycle trousers have reinforced seats. The most popular materials are the homespun in shades of brown, gray and drab. Another line is golf knickers in the same colors, with plain cloth ends.

The latest collar is an all round stand up lapping one, clerical in shape and fastened in front. Another is the high turn down. This has not had a very large run. Then we have the standing collar with a slight open space in front and small bend over. The old turn down roll collar is very little worn except with regatta shirts.

The height of fashion just now in white shirts demands a colored French cambric plaited bosom and cuffs. These are to be worn with white collars. Colored bosoms and cuffs to be worn with white collars are the most in favor. The shirt that is colored

throughout is not so much worn this season. Colored bosom shirts are seen with flower, fern and Persian designs in blue, helio-rope, white and black, etc. Small hairline stripes are having a wonderful run. This is the popular design. Of the blue shades goblin is extra good. A new line in white grounds has fancy green patterns in small figures and stripes, and another line has buff ground with brown and buff and white dots. Pinks are worn in shirts to some extent, but blues are the predominating colors, while greens are shown as the novelty. Fancy regatta shirts are going into consumption in neat stripes, principally in blue shades. White grounds with blue stripes and dots, fine hairline stripes with dots, etc., are good sellers. These are made with collars detached, stiff plaited as well as stiff fronts, and also with detached collars and attached and detached cuffs. An increased call is for white open front shirts, the better trade discarding the closed fronts. To meet the demand some shirts are made open both back and front. Then there is the coat shirt, which is put on the same as a coat. A very popular line is called the business man's shirt. It is made with a short bosom to prevent breaking. As the warm weather approaches a demand starts for fine soft Madras cloth shirts, with soft bodies and laundried collars and cuffs. Outing shirts or negliges in fine imported fancy pink and blue silk stripe flannels are effective lines. Flannelette shirts have the principal call in June and July. The trade are anticipating a larger output this year than last.—The Globe dry goods report.

The report of the amalgamation of the Clark thread works in Newark, N. J., the Kearney and Paisley mills, of Scotland, and J. & P. Coates Thread company of Glasgow, Scotland, is authoritatively confirmed.

Higher Coal Prices.

The Philadelphia Press this week says: "The Philadelphia & Reading Coal and Iron Company yesterday issued a circular announcing that an advance of 25c a ton would be made in all sizes of coal on and after this date.

"At about this time every year there is considerable talk afloat about the railroad companies in the east going to secure all the coal needed from Canada. Last week bids were asked from all the bituminous coal companies, and it appears that the bids of the coal companies of Pennsylvania, Maryland, Virginia and West Virginia were rejected on the ground that the coal could be bought cheaper from the Canadian operators.

"The coal companies of the states mentioned are united and the business is conducted under the name of the Bituminous Coal Association. This association was organized a few months ago for the protection of the bituminous coal trade, as for the past few years bituminous coal has been sold at such a price that it has not been profitable either for the operator or the miner. This year the price has been advanced, and the operators have so far stuck together. The refusal of the bids by the New England roads is not taken seriously by the operators here, as it is well known that the mines in Nova Scotia have not the facilities at present for supplying any large demand, and if a large lot of coal was ordered from them it would have a tendency to increase water rates, which would, of course, add to the cost of the coal. A number of the bituminous operators were seen yesterday, and they all unite in saying that there is little fear of Nova Scotia coal supplanting ours."

Circulars issued at New York by the Lackawanna and the Lehigh Valley companies intimate the advance in the price of anthracite coal. Each coal-producing company will make a general advance of 25c. per ton, to

take effect May 1, following is the new schedule: Grate, per ton, \$3 50; egg, \$3.75; chestnut, \$3.75, and stove, \$1. The circulars of the Pennsylvania, Delaware & Hudson, the Erie and other companies were to be out before the end of the week. The aggregate anthracite output for April will reach about 3,000,000 tons, which is about the same as April, 1895, although the output for April of last year was, by agreement, restricted to 2,400,000 tons.

Grain and Milling Notes.

At a recent meeting of the farmers' institute, of Elkhorn, Man., it was decided to form a joint stock company and erect a grain elevator at that point.

The demand for freight cars to ship wheat from interior elevators to Fort William is large. Last Monday applications were received at the offices of the Canadian Pacific Railway company, Winnipeg, for six hundred cars.

A Minneapolis, Minn., report says: R. D. Hubbard, representing the linseed oil trust, has succeeded with the aid of the Pillsburys, in perfecting the organization of the greatest milling combine ever put together in this country. The purpose is to advance the price of flour from present quotations and to secure satisfactory rail and water transportation rates, and compel every spring wheat grinder in the country to become part of the pool. Of the 500 spring wheat millers in the United States, more than 100 have joined the pool since its inception last fall. It is now incorporated under the name of the North American Milling company.

Robt. Meighen, of Montreal, president of the Lake of the Woods Milling company, was in Winnipeg last week. Mr. Meighen inspected the company's mill at Koo-wee-win on his way to Winnipeg, and then commenced a tour throughout the province. Mr. Meighen stated that he had come to look over the company's property, it being the intention to make some additions this summer. A large elevator will be erected in Winnipeg and smaller ones at points in the province yet to be selected. The exact character of the proposed Winnipeg elevator has not yet been decided upon. Mr. Meighen favors a large receiving elevator here, in order that a reserve supply of wheat may be kept in the country for grinding purposes.

The following gentlemen will represent the Toronto board of trade at the third annual conference of the congress of the Chamber of Commerce of the British empire on June 8th: Present, E. B. Osler; vice-president, E. Garney; W. D. Matthews, W. H. Keatty, W. Christie, J. K. Osborne, F. Arnoldi, Elias Rogers, R. Riddell and Secretary Wills.

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