

tions, railways, posts and telegraphs. Statistics of the foreign trade of South Africa are also given, as well as information respecting each of the principal South African towns and its trade, and many articles finding a ready market are indicated which could be supplied by Germany.

The pamphlet concludes by advising merchants to be quite ready to take full advantage of the boom in South African trade, which it is thought, says the writer, will inevitably follow the conclusion of the present war.

THE BOYS OF THE OLD BRIGADE.

Referring to the forthcoming annual meeting of the Canadian Manufacturers' Association to assemble in Toronto on August 30, Industrial Canada, published by the Association, says:

Every manufacturer should endeavor to be present at the first representative gathering of the Manufacturers of Canada.

Where, Oh! where are the old timers and standbys, whom we read about in THE CANADIAN MANUFACTURER of June 9, 1882, who, in response to a circular letter, attended a large meeting of manufacturers, held at the Queen's Hotel, this city, to discuss the National Policy and its relation to the prosperity of manufacturers and of the country generally. The meeting was composed of gentlemen from all parts of the country among whom were Joseph Simpson, Edward Gurney, R. W. Elliot, James Watson, William Bell, John Bertram, Bennett Rosamond, W. H. Storey and William Chaplin, all of whom have been presidents of the Association; other influential members of the Association present being, George Booth, Samuel May, H. Heintzman, Daniel Lumb, John Milne, James Stewart, R. M. Wanzer, James Young, J. H. Killey, Adam Warnock, David Spies, Hugh McCulloch, J. B. Armstrong, Charles Raymond, Robert McKechnie, John R. Barber, John Riordan, William Rosamond and many others, who represented many of the most important manufacturing enterprises in Canada at that time. And yet Industrial Canada, speaks of the forthcoming meeting as being the first representative gathering of the manufacturers of Canada.

THE STEEL RAIL INDUSTRY.

On July 12, when Hon. Mr. Blair, Minister of Railways and Canals, moved the House of Commons into committee upon the railway subsidy resolution, he stated that there was one thing which he desired to refer to and that was that the Government had considered the advisability of giving the subsidies in the future in such a way as to stimulate the manufacture of steel rails in this country, an industry which might, with encouragement and every probability of success, be established in Canada. The Government had contemplated embodying in their railway subsidy contracts a clause which would make it a condition precedent to the earning of the subsidy that the company should procure Canadian-made rails if there were such rails to be bought in Canada upon terms as reasonable and as favorable as rails could be produced elsewhere. The Government determined upon that policy, and it was in their minds to incorporate a clause in subsidy contracts giving effect to that policy. They were and still are of the opinion that such a clause would ensure

every useful purpose, and that it would suffice to embody it in the contract without making it a law of the land; but on consideration it had occurred to him that it would be preferable if they took power in the resolutions to make that condition. By doing so they would give greater publicity to the design of the Government and of Parliament, and accomplish their object better than if they did not give their intentions publicity in that form. He proposed, therefore, when the House was in committee to move a resolution giving the Governor-in-Council power to make it a condition in all subsidy contracts made under this resolution, or to be made in the future, that Canadian steel rails shall be used when procurable, and that the Minister of Railways shall be the judge as to the possibility of procuring them.

For which many thanks. This is more than has ever before been done by the Dominion Government, looking to the encouragement of rail-making in Canada.

Reference to the files of this journal will show that for many years it has advocated the adoption of a policy that would bring about the production of Canadian rails, and the country has now to thank Mr. Blair and the Government for bringing that event within measureable distance. It may be that Mr. Blair's scheme may prove unworkable, but it should be given a fair trial. Otherwise a light duty should be placed upon rails made elsewhere, the proceeds of which, or so much thereof as might be necessary, should be given as a bonus, extending over a short term of years, upon the production of rails in Canadian mills, made of Canadian materials.

THE WOOL PRODUCTION OF BRITISH COLUMBIA.

On a recent occasion a large woolen manufacturing concern in Nova Scotia asked information of THE CANADIAN MANUFACTURER regarding the wool production of British Columbia, and in an endeavor to obtain it the question was referred to the Vancouver Board of Trade. Mr. W. T. Stein, the Secretary of that Board, forwarded our enquiry to Mr. W. E. Nachtrieb at Victoria, who is the British Columbia agent of Messrs. W. B. Sumner & Co., of San Francisco, Cal., who are among the largest wool dealers on the Pacific Coast, and we are now in receipt of a copy of Mr. Nachtrieb's letter to Secretary Stein, in which he says that the production of wool in British Columbia is not carried on as a special industry. All the wool grown is the product of small bands of sheep owned by farmers who carry on agriculture in general, sheep being kept principally for meat purposes, and therefore the wool is a secondary consideration. Consequently the wool varies in quality and fineness of staple, some farmers having fine breeds producing a coarse filler, some of which is very long, and, owing to their being much burnt timber in the country, is very black and heavy with charcoal. The Fraser River Valley and Ashcroft Districts, as a rule, produce a light clean article, but rather coarse in texture. His impression is that the total amount of wool grown in the Province will not exceed one hundred thousand pounds per year.

EDITORIAL NOTES.

E. P. Wilson, Esq., Secretary of the National Association of Manufacturers of the United States, has sent us a very nicely bound copy of Proceedings of the Fifth Annual Convention of that Association, held at Boston on April 24, 25 and 26 last.