

manufacturers into strenuous competition for the home markets, especially so in the trade in shades used in incandescent lighting and electrical work. Net profits are said to have decreased greatly. For the past twenty years employment in the various branches of the glass industry is reported to have declined. The trade unions are large, widespread and powerful in the glass industry.

"As a remedial measure to save the declining industry, it is suggested that import duties be imposed, ranging from 10 per cent. to a series of duties equivalent to those in foreign tariffs. Such import duties, it is thought, would cause the restarting of those extensive factories that have been closed during the last five years, and the effect would be increased sales, greater security to the home trade, greater continuity, and the retention of capital in the United Kingdom."

Adequate tariff protection to the Canadian glass industry might not increase our trade with Great Britain, but it would resuscitate our Canadian glass industry, and lighten our dependence upon Germany, Belgium, and the United States.

#### STEAM NAVIGATION.

The successful performance of the steamship *Lusitania* in crossing the Atlantic from Queenstown, Ireland, to New York in less time than had ever before been required was an event that created great interest throughout the world, and is remindful of the fact that one hundred years ago, August 7, 1807, Robert Fulton's steam propelled boat, the *Clermont*, started on her trial trip up the Hudson River. According to Mr. James M. Swank, in *The Bulletin of the American Iron and Steel Association*, the start was made from New York City, and at the time appointed a large and very skeptical crowd was at hand. It is recorded that when the smoke began to pour forth, the paddle wheels to revolve, and the boat moved away from the dock, headed directly up stream, the crowd was silent in its amazement, and many were actually trembling in a superstitious fear. In a few months, however, the boat was making regular trips from New York to Albany, and was well patronized. Steamboats had been made before this time, but they were not practical. It was Robert Fulton who first built a boat propelled by steam that was not a toy.

One hundred years later the latest marvel in steam navigation, the *Lusitania*, accomplished her remarkable performance. The *Lusitania* is 785 feet long, 88 feet breadth of beam and 60.5 feet moulded depth, her displacement being 38,000 tons.

The first steamship to cross the Atlantic was the *Savannah*, which sailed from Savannah, Ga., May 24, 1819, and reached Liverpool, England, in twenty-seven days. Eighty hours of this time she was operated under steam power. She was 350 tons, 100 feet in length, and was built at Savannah, Ga., in 1819. She was intended for a sailing packet, but auxiliary engines were installed before launching. She was fitted with full sail power, and when the wind was fair or the seas were too boisterous for steaming, the paddle wheels were unrigged and taken in on deck. Subsequently the machinery was removed.

The steamer *Royal William* was the first steamer that ever crossed the Atlantic, the motive power of which was

steam entirely. She was built at the City of Quebec during 1830-31, and sailed from that port, August 5, 1833, and arrived at Gravesend, England, on September 12 following, 26 years after Fulton first navigated the first vessel propelled by steam power.

#### THE HOME MARKET.

The opening up of New Ontario has created an immense market for the products of the land in the neighborhood of Orillia, and if farmers, fruit-growers, and gardeners choose to take full advantage of the opportunity offered, wealth promises to be the reward of all intelligent efforts. The thousands who are at present attempting to take valuable minerals from the rocky country to the north require fruit, vegetables and dairy produce. For these things they are willing to pay higher prices than the ordinary consumer in the cities. In other words, the mining community, and those connected with branches of the mining industry, live expensively. They expect to pay dearly for produce, but they want the best for the money. On the other hand, here is the Orillia district just on the verge of the rocky, non-producing lands, and apparently meant by nature to have a large share in supplying the wants of the populace in the mineral area. Railway facilities have already been provided, and fruit and vegetable growers have to some extent engaged in the enterprise. That they have found it profitable goes without saying. It could hardly be expected to be otherwise.—*The Toronto Globe*.

Our esteemed contemporary, as an enterprising newspaper should do, gathers news from different parts of Canada, describing the remarkably favorable conditions that prevail, and it is not to be objected to that it claims that the prosperity is due to the policy of the political party to which it owes allegiance. There may be some difference of opinion as to the value of the political claim, but none at all as to the truth of the social and physical conditions: and what it says about Orillia may with equal truth be said about hundreds of other towns throughout Canada.

It has always been the contention of this journal that the encouragement of the home market should be the first care of all Canadians, not only of the manufacturers, but of all other industries who produce things to sell. All the wants of the people of Canada should be, as far as possible, supplied by Canadian producers, and that nothing should be exported if possible, until the domestic demand had been supplied. Therefore, we are glad to notice that the correspondents and the news reporters of *The Globe* tell many most interesting facts, which are of value to its readers, and which lead to conclusions very greatly different from those intended in its editorial sayings.

We quote some of the points contained in *The Globe's* article:—"For years," it says, "the growing of vegetables and small fruits has had its ups and downs in the Orillia district. There has always been considerable local demand, and besides, Sudbury, North Bay, and Sault Ste. Marie were points to which shipments were made. Good prices were always realized. Then came the mining boom with its results. The market suddenly became larger, and the demand increased by leaps and bounds. So far most of the garden produce has been shipped to North Bay dealers, who in turn dispose of a portion of