

must mean that the amount of taxes to be raised for the assessment of Amherst must be a dozen times \$21,000.

About forty of the merchants of Yarmouth, N.S., gathered on the evening of the 10th May for the purpose of forming a board of trade. They proceeded as far as they could with their organization, but could not complete it until the charter was received.

At Alberton, P.E.I., Thomas Wilkinson has opened to the public the upper flat of his store as a showroom for boots and shoes and clothing, an indication of increasing business. We also learn that there is being built an addition, 30 feet by 40, to the hotel of Ellis Bros., three stories in height. It is to be finished with a French roof and surmounted by a tower.

Never in the history of Amherst was there ever such a demand for houses as at the present time, says a correspondent of the *Chignecto Post*. If some of our moneyed men would erect comfortable tenements to rent at fair rates, it would be a splendid investment and return a good percentage.

Two new quarries have been opened up at Westcock, New Brunswick, this spring. In one situated near the aboideau is found a stone of a brown color, and in the other, three-quarters of a mile nearer Woodpoint, the stone is of a lighter color.

We are glad to hear that steps are being taken to resuscitate the Midland Railway Company, says the *New Glasgow Chronicle*. This company was organized some years ago and graded some miles of the road projected along the East River. Since the New Glasgow company have completed their road up the valley of the East River, the most important feature of the Midland Railway scheme is its extension eastward to some harbor on the Atlantic coast. This road would open up a fine timber district, tap several valuable iron deposits, and come within easy reach of some of the best gold mining districts of Guysborough county.

Referring to the work of the dairy school recently held at Sussex, N.B., by Dominion Government instructors, three new butter factories are to be established outside of Sussex, one at Waterford, near McAfee's; one at Newton, on Smith's Creek, and another at Jeffrey's Corner, on new line of road.

A company to be known as the Wine Harbor Gold Mining Company, limited, capital \$160,000, headquarters Truro, applies for incorporation in Nova Scotia. The applicants are: Thomas G. McMullen, lumber merchant; Charles A. Kent, hat manufacturer; Alex. S. Archibald, engineer; Alfred T. Dalrymple, merchant; and Harry T. Harding, solicitor, all of Truro; Andrew Kirkpatrick, and James A. Kirkpatrick, of Shubenacadie; John P. Chipman, judge, and William P. Shaffner, solicitor, of Kentville; and Wm. H. Knowles, farmer, and Frederick Knowles, contractor, of Avondale.

A number of New York gentlemen—Messrs. J. D. Williamson, banker; F. B. Bard, solicitor; Strang, Lee & Monroe, contractors; Newcombe and Wells—visited Halifax last week, representing the South Shore Railway Co., which proposes to construct a standard gauge railway from Yarmouth to Shelburne, a distance of 81 miles, with an extension to Lockeport. What troubles these gentlemen is that the Coastal Railway Co., as it is called, which proposes to build a narrow gauge railroad, has had the start of them in some degree. The gentlemen named say that they are ready to proceed at once with the work whenever the local subsidy of \$3,200 per mile

is guaranteed to be paid when the road is completed and equipped. A meeting of the Halifax Board of Trade was called for Monday, 14th inst., to consider whether the narrow or the standard gauge project should be supported. The latter project has their preference. These gentlemen had addressed the citizens of Yarmouth on the previous Thursday, when Mr. Wells and Mr. Williamson announced that they had completed all financial arrangements, would ask no credit, would build the road in eight months, and not issue a bond until the road was complete, but they expected and asked the people to aid them in getting the subsidy and other concessions from the Province.

The General Mining Association, which operates the Old Sydney Mines, had a meeting in London recently. The sales of coal from the Sydney Mines during 1893 were 209,186 tons, compared with 178,080 tons in 1892. The purchase price for the Bridgeport property and for the Low Point, Barrasois and Lingan Mining Company has been received, and the directors propose to make a return of £2 10s. per share of capital. Negotiations for the purchase of the Sydney Mines having lapsed, it is intended to increase the output and facilitate the shipping and delivery of the coal.

FOR MANUFACTURERS.

Mr. E. D. Tilson, of Tilsonburg, has received an order from Hanover, Germany, for a carload of his make of oatmeal.

A tannery is to be established in Georgetown, so says the *Guelph Mercury*. The firm will be composed of E. B. Nicklin, of Stewarttown, and Moses Smith, of Acton.

In Berlin, Mr. H. J. Hall has been fitting up Schantz's old planing mill, putting in a new boiler made by I. E. Schantz & Co., and making other changes, to be in running order by the middle of this month.

The Alberni, B.C., paper mill is ready for operations, the machinery being tested some days ago and found to work most satisfactorily.

Unless they get more orders, the Hamilton Bridge Company works will close down about the end of this month. Since the first of the year there have been but eighty men on the pay roll instead of several hundred.

From Sarnia we hear that the Lowrie Works are again open, and doing carriage-making and general blacksmithing. Also that McCloskey, Watt & Co. are shortly to begin, in that town, making a novel patent threshier.

The silk trade of Macclesfield, England, the staple industry of the place, is in a deplorable state of dulness. Opinions are not agreed as to why it is so depressed? Some assert that the question of bi-metalism has to do with it. Whatever be the cause, the proprietors are at their wits' end what to do to keep the mills going, and much poverty and suffering exist among the work people. The member for Macclesfield, Mr. W. Bromley-Davenport, takes the bold step of proposing in the House of Commons a motion as follows: "That this House, having regard to the lamentable decline of the silk trade in this country, and the distress caused thereby, is of opinion that a moderate duty, affecting only an article of luxury, should be imposed upon all manufactured silks."

The pioneer in what has become an important branch of Canadian industry, namely, the manufacture of buttons, died on May 6th, in the person of Mr. Emil Vogelsang, of Berlin. The deceased gentleman, who died in his 60th

year, was born in Barmen, Germany, and came to Canada in 1866, choosing Berlin as his residence. Starting with small capital, he built up a good trade. In partnership with Jacob Y. Shantz, the first button factory, the one lately vacated by the Shantz Button Co'y, was built. Nearly all the button men in business in Canada to-day served under Mr. Vogelsang, says the *Record*. In 1880 he built the old part of the factory now occupied by the Williams, Greene & Rome Co'y, Limited, who bought the building in 1884, upon which Mr. Vogelsang moved to Port Elgin, where he had a button business for about five years. He returned to Berlin two years ago and started his dye works. He was a man of energetic and straightforward character.

TEXTILE NOTES.

The Merchants' Manufacturing Company, Montreal, has added a new fire pump to its plant.

The employees of the Dominion Cotton Co., in Kingston, have accepted a ten per cent. reduction in wages.

The mills of the Rosamond Woolen Co. at Almonte are at present closed down. The tower of No. 1 mill is being raised and other improvements made.

The new carpet factory of Messrs. Gates & Syers, in St. Catharines, is now running with 10 looms in operation. This it is expected will be increased to 20 looms during the week.

The T. H. Taylor Co. (Ltd.) have completed the alterations and additions to their woolen mills at Chatham, and have commenced running again.

Mudge—Some villain got into my room last night and stole a pair of brand new trousers. I had them made in London.

Yabsley—London made, eh? Oh, you are all right, then. They will turn up the first day it rains.—*Indianapolis Journal*.

Mr. R. Secord, the fur trader, left last week for the Athabasca Landing, from where he will go into the Mackenzie and Peace river districts, and inspect his trading posts in that region. The *Calgary Herald* says he will not return for several months. When last year's furs are brought here it is expected they will be worth from \$20,000 to \$25,000.

The importers of linens are in somewhat squeezed position at present. The European manufacturers have to advance prices on new shipments, while the market conditions on this side will not allow of any advance at present. For the last six months an enhancement of the values of all linen goods has been expected, says the *Dry Goods Economist*: yet, while there is no doubt that prices here are very firm, the majority of our linen houses hesitate to advance prices of goods intended for fall delivery amid the general conditions now prevailing.

The annual general meeting of shareholders in the Canadian Colored Cotton Mills Co., limited, is to be held at 1,774 Notre Dame Street, Montreal, on Wednesday next, 23rd instant.

In spite of the fact that black hosiery has been tabooed in Paris, it still retains the first place in England. The women there are very conservative; and having worn black stockings for so long, will hesitate some time before sending them to the wall. A black stocking with a brown shoe looks ugly and conspicuous, so tan stockings are worn with tan shoes. Some of the new tan shades are embroidered