

For some time past negotiations have been in progress looking to the transference of the large industrial establishment known as the Ontario Car Works, from the town of London east to either Belleville or Montreal, these municipalities having offered the company inducements to locate in their midst. Mr. Muir, the manager, has just returned from a tour in the east, and to a reporter this forenoon he imparted the information that the arrangements for the removal of the shops to Montreal had been concluded, and that unless a hitch arose in the valuation of the plant a move would be made to that city in a few months. Mr. Muir stated that the principal cause of removal was the refusal of the London East authorities to afford him the slightest protection from fire, and that should a fire break out in the yard there was absolutely nothing to save the stock, amounting to \$175,000, from total destruction. The Mayor of London East blames the city aldermen for their dilatoriness, but this is only a blind, for it is well known that the city authorities have no control whatever over the town finances, the two being distinct municipal organizations. From 200 to 250 men will thus be thrown out of work in this part of the country by the removal. It is also understood that Mr. E. B. Augus, of the Canada Pacific Railway, has secured considerable stock in the railway, and that a large quantity of the rolling stock of that line will in future be made at the works.—*Toronto Mail*.

Mr. J. H. Fox, of Newcastle, Ontario, has invented and patented a new iron post to be used with barbed wire in fencing round prairie and other soft lands. The post is the result of several years' experiments, and, in the opinion of competent judges, is a thoroughly good one. Among its many advantages are cheapness, durability and ornamental appearance. It consists of a hollow iron rod about one inch square and of any required length. The sample shown was about five feet long. One end of the post is armed with four flanges about six inches wide at the surface of the sod, and about a foot long, meeting in a point. The post is easily driven in by means of a few blows from a maul or hammer. When driven into soft ground the flanges grip the soil firmly, rendering stays unnecessary for a long stretch of wire. The best feature of the invention, however, is the method of fastening the wires. This is done by a simple device in such a way that the post supports its own wire. In the ordinary wooden post fence the whole weight of the wire depends on the small staple used to fasten it, and in many cases these drop out after a time from the weight of the wire, or are forced out with a very slight exertion of force. With Mr. Fox's method of fastening, which of course is only applicable to the iron post, and in fact forms a part of it, the loosening of the wire is an utter impossibility. A wire fence built with these posts is simply indestructible by fire or weather, and forms a perfectly impassable barrier to man or beast. The inventor calculates that one of these posts will serve when two wooden posts would be required, and—estimating the cost of each post at fifty cents, at which figure they can be laid down in Winnipeg—a fence built with them would be, in the long run, infinitely cheaper than the ordinary wooden post fence. Mr. Mackintosh, of Newcastle, was recently in town with a specimen post, which he submitted to the inspection of the Canadian Pacific Railway authorities. They considered that it was just the thing for Manitoba, and will probably use it in fencing along their lines if satisfactory arrangements can be made with the inventor.—*Witness*.

TO CLEANSE A SOILED CHAMOIS LEATHER.—Many work-shops contain a dirty wash leather, which is thrown aside and wasted for the want of knowing how to clean it. Make a solution of weak soda and warm water, rub plenty of soft soap into the leather and allow it to remain in soak for two hours, then rub it well until it is quite clean. Afterwards rinse it well in a weak solution composed of warm water, soda, and yellow soap. It must not be rinsed in water only, for then it would be so hard, when dry, as to be unfit for use. It is the small quantity of soap left in the leather that allows the finer particles of the leather to separate and become soft like silk. After rinsing ring it well in a rough towel and dry quickly, then pull it about and brush it well, and it will become softer and better than most new leathers. In using a rough leather to touch up highly-polished surfaces it is frequently observed to scratch the work; this is caused by particles of dust, and even hard rouge, that are left in the leather, and if removed by a clean rough brush it will then give the brightest and best finish, which all good workmen like to see on their work.—*Age of Steel*.

Last year (1881) there were in the English Patent Office 337 applications for inventions connected with electricity. Of this total 135 were British applicants, 52 American, and 50 Continental foreigners.

The Iron Trade.

PITTSBURGH.

THE STRIKE OF ROLLING-MILL MEN—AND OF COAL MINERS
—GLASS BOBBINS FOR SPINNING AND WEAVING FAC-
TORIES—GLASS SHINGLES FOR BUILDINGS—GLASS CLOTH
—SLACK DEMAND FOR IRON AND NAILS—“CUTTING”
PRICES OF NAILS.—QUOTATIONS.

(From Our Own Correspondent.)

PITTSBURGH, May 8, 1882.

The wages question at issue between the rolling-mill proprietors and their employees is not yet settled. A second conference was to have been held on the 1st inst., but for some cause the working men had it postponed till the 22nd. This movement was somewhat of a surprise, not only to the manufacturers, but to the community generally, and is variously interpreted. Some think it indicates a weakening on the part of the workers, others that internal dissensions exist which need to be healed, and still others that an advance of wages was not really expected, and that the demand was made to forestall any attempt at reductions by the manufacturers. But more will likely be known about the meaning of the postponement after the next conference.

The strike of the colliers employed at mines along the railways, against a reduction from 4 cents per bushel to 3½ cents, which began on the 1st of April, continues, and there is some talk of bringing colored miners from Virginia to take the place of the strikers. If this is done there will likely be trouble, as miners generally resent such interference with their “rights” by methods not altogether lawful, and with considerable vigor. The river operators still pay their miners 4 cents.

Among the novelties made of glass in this city are bobbins and shingles. The former, which are used in textile manufactories, are said to be more durable than wooden bobbins, as well as superior in other respects. The shingles are of various colors, and make a handsome durable, and fire-proof roof. A glass making firm here has also made glass textile fabrics within the last twelve or eighteen months. A rod of glass several feet long and half an inch in diameter, and heated to the proper degree, is attached at one end to a large, rapidly-revolving wooden drum, and thereby drawn out to a fine thread. This process is repeated till enough glass has been spun, when it is wound on bobbins and woven like cotton, flax or silk. The fabrics thus produced are very beautiful and pliable. The glass they are made of is made very soft by the addition of lead.

There has been no improvement in the iron and nail trades since my last letter. The rolling mills are all running, but new orders do not come forward with any more freedom, and, as a consequence, card prices are not always adhered to by those mill owners whose order-books are becoming somewhat bare. The demand for nails is probably even less than for iron. At any rate card prices are being “cut” to a greater extent, and your correspondent has heard of sales as low as 30 cents per keg under card figures. The dullness may be largely attributed to the tremendous demand all winter for iron and nails. It is expected that business will be better before long, if the crop prospects continue favorable. As to pig iron, commission merchants are doing scarcely anything. The trade has been unusually quiet ever since February, but this condition has been intensified recently by the hitch between the mill owners and their employees. Prices, however, are pretty well maintained. We quote the various kinds of iron, steel, &c., as follows:—

Pig Iron.—Neutral mill, from native ore, \$24.50 to \$25; cinder-mixed red-short, \$25 to \$25.50; all-ore red-short (mill), \$26 to \$27. Bessemer, \$28; No. 1 foundry, \$27; No. 2 do., \$26.50 (all four months). **Manufactured Iron.**—Card prices, which are sometimes “cut,” remain as follows:—Bar, 2.50c.; No. 24 sheet, 4.30c.; tank, 3.30c.; C. H. No. 1 boiler plate, 5½c.; homogeneous steel do., 6½c.; hoop iron, for common barrel hoops, 3.10c. to 3.30c.; lighter sizes, 3.20c. to 5.10c. All 60 days or 2 per cent. off for cash. **Nails.**—May be quoted at \$3.15 to \$5.20, 60 days, or 2 per cent. off for cash. **Wrought Iron Pipes and Tubes.**—The discount on gas and steam pipe is unchanged at 65 per cent.; on