

THE
CARRIAGE AND IMPLEMENT
JOURNAL

(OF CANADA).

Devoted to the interests of the Manufacturers and Dealers
in Carriages, Implements, Wagons and Harness.

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Salutatory.

THE CARRIAGE AND IMPLEMENT JOURNAL herewith
makes its salutation to the trades.

The need of an organ to voice the interests of the
Canadian carriage and implement and their allied
trades, as suggested by some prominent manufacturers
and dealers, is the excuse of the publishers for embark-
ing in the enterprise.

To become the channel of communication between
the various sections interwoven in the trades, and to
present as the occasion offers, practical ideas in con-
nection therewith, are among the aims which this jour-
nal sets out to obtain.

We trust that any shortcomings in the initial number
of THE CARRIAGE AND IMPLEMENT JOURNAL will be
regarded with leniency. We shall endeavor to improve
with each issue, and hope to merit the cordial support
of the trades.

At the outset we urge it upon the manufacturers and
dealers not to be backward in offering suggestions
regarding the literary conduct of this journal; such will
receive careful attention as we want to be of service in
the field. Our columns will at all times be open to
communications upon trade topics.

The Need of a Carriage-Makers' Association.

The Amesbury (Mass.) carriage builders have taken a
step which it would be well if builders elsewhere would
imitate. They have suffered in the past from the
practice of giving credit to unworthy parties and for
undue lengths of time. At a recent meeting, however,
they resolved to take some steps for mutual protection.
John Currier, of the Currier-Cameron Co., was chosen
chairman, and R. E. Briggs, of the Briggs Carriage
Co., secretary of the meeting. After careful discussion

of the whole matter, a committee of seven was chosen
to report at an adjourned meeting some form of organi-
zation and some rule which would meet the require-
ments of the case. The idea is the farthest possible
from any combination, but simply means a union for
self-defense against irresponsible buyers.—*The Carriage
Monthly.*

It would be well for the Canadian carriage trade to
ponder over this, and put to themselves the question,
"What are we doing in a similar direction?" That
there is need for a similar organization on the part of
the trade on this side no one in the business will for a
moment gainsay. This leads us to ask why is such an
organization not in existence here, if there is a neces-
sity for it? We will leave it to our friends in the car-
riage trade to furnish a satisfactory answer to our
query, and we should like them to do so in the columns
of THE CARRIAGE JOURNAL. We venture the assertion
that never in the history of the business of Canada has
the lack of organized effort been so strikingly apparent
as at this time. As an illustration we would cite the
recent action of the Canadian Freight Classification
Committee in raising the minimum weight of cars
loaded with vehicles from twelve to sixteen thousand
pounds. Could one conceive of a more arbitrary or
high-handed proceeding, done without a word of warn-
ing to the trade? It has raised an outcry from one end
of the country to the other, and deservedly so, for it is
a blow, not only to the manufacturer, but likewise to
the dealer. And yet, what has been done by the
trade as a body to obtain relief? So far as this journal
knows, nothing. True, individual protests have been
made to the Classification Committee, but these count
for very little, and the only method by which relief can
be obtained is for the carriage manufacturers, acting in
unison, to wait upon the Classification Committee and
convince them that their action has been conceived in
ignorance and without a previous knowledge of the
facts, and if the committee refuse the needed redress
let them go even further and bring the matter to the
attention of the Railway Committee at Ottawa. In any
case the matter ought to be pressed determinedly, and
eventually without a doubt the desired relief will come.

It is the opinion of THE CARRIAGE JOURNAL that by
means of an association it would be possible to fix a
uniform price on staple goods. Are we not correct in
this?

There is, however, a matter of transcendent impor-
tance to the trade, and one most intimately connected
with the formation of an association such as we have
in view, and that is the system of extending credits.
We think we voice the sentiments of the trade pretty
much as a whole, when we say that in no department
of the business is such fatuity and short-sightedness dis-
played as in this direction, and on the part of men who
apparently seem as anxious to make a dollar as those
engaged in any other line. We ask what sense is there
in selling goods to irresponsible parties, setting no limit