

## WHY NOT PATRONIZE HOME INDUSTRIES?

The Monetary Times,—

SIR,—In reply to yours of 30th ult., suggesting that we should advertise in the Monetary Times, we would say that so long as our Canadian banking institutions prefer to patronize American manufacturers for their office fittings, there can be no encouragement to us to advertise our products. Take an instance: the writer called upon the general manager of one of our banks, whose head office is in Toronto, with reference to the fittings required for one of its branches in a small country town, and was brusquely informed that "we do not want any Canadian work."

As we considered this rather a severe reflection upon Canadian skill and enterprise, we took occasion to write that gentleman, as follows: "Dear Sir,—We propose to make the metal grille work required for your — branch, to the drawings submitted to us this morning, to complete the same and fit it in position. We will then allow you to name any five reputable architects in Canada to whom the work will be submitted for comparison with any American work of equal value. If, in the opinion of the said architects, our work is not equal both as to quality and finish, we will agree either to allow the work to remain in your branch without charge, or will remove it at our own expense. In the event of the latter choice, we will allow you ample time to replace the work from any foreign source you may desire."

As our offer has not been accepted, we naturally conclude that the brains and mechanical skill of Canadians are not equal to the task of producing seventy-five dollars' worth of work required to embellish the office of a branch bank in a comparatively obscure country town. You are at liberty to make whatever use you may think fit of this communication, but in view of the prevailing sentiment on the part of the officials of banking and financial institutions, as against our Canadian manufacturing concerns, there can be little progress or encouragement for us to expend money in advertising our business. Yours very truly,

THE GEO. B. MEADOWS,  
Wire, Iron and Brass Works Co., Ltd.  
Toronto, 10th August, 1900.

## TRADE MARK LAW IN DENMARK.

The American Consul, at Copenhagen, says: "I deem it of importance to American exporters to Denmark to direct their attention to the trade mark laws of this country. Under the Danish law, a trade-mark is granted four months from the date of filing the application, but any person having already registered a similar trade-mark in another country may apply here and the mark will be registered in the name of the person to whom such trade-mark has been granted, the registration upon behalf of the Danish applicant being refused. The American manufacturer, whose trade-mark has not been registered here runs the risk of having it taken away from him by any unscrupulous person who intends to put an imitation of American goods upon this market. A large firm of English pickle makers has lately been compelled by reason of neglect in this matter of trade-mark registration to materially modify its old trade-mark of St. George and the Dragon, because that saint and that dragon had been appropriated by a Danish firm making a liquid dentifrice. The popularity of American goods in this country grows daily, and American manufacturers will avoid much trouble and expense by registering without delay."

## A HANDSOME ENGLISH RAILWAY STATION.

The American Consul, at Nottingham, Mr. McFarland, writing to his Government the other day, says:

"A new railway station, one of the largest and finest in England, was opened for traffic in this city yesterday. It was built by two roads—the new Great Central and the Great Northern—and is in the heart of the city, being entered from each direction by tunnels. It covers twelve acres, and cost slightly in excess of £1,000,000 (\$4,866,500). Five hundred and eighty thousand cubic yards of material were removed from the site, and the platform frontage, of solid masonry, built to car-floor height, aggregates two miles. The largest station in Britain is the Waverly, at Edinburgh, covering .23 acres. Liverpool street station, London, covers 22½ acres. Next to the new Nottingham Central, now the largest in the provinces, comes New street, Birmingham, covering 10¾ acres. All of these stations are of the most substantial pattern, being constructed entirely of stone, brick, and iron.

But what are we to think of the Old Country railway systems, stations, cars and hotels, after we read the communication of Mr. Thomas Skinner, of London, Eng., to the Canadian Gazette, of August 2nd. That gentleman is loud in his praise of Canadian express trains, which he says are much more comfortable than English in being better ventilated and lighted; our railway hotels are better—he does not, however, say the stations are better. The general tenor of his letter is praiseful of Canadian railway matters, and he recommends the Great Northern of England to get still more ideas from America.

## CANADIANS' APPRECIATION OF CANADA.

In a recent number of the Canadian Magazine, Mr. Robert Barr objected that Canadians were not fair to their own writers or magazines, preferring older and better known authors. In another issue, Mr. Walter James Brown rather thinks Barr is right, and says: "He suggests, again, that ordinary Canadians do not appreciate Canada. This cannot be ascertained exactly; but we venture to assert that 9 out of 10 of the young fellows who cross into Uncle Sam's dominions, like Peter of old, deny thrice and with an oath that they ever knew Canada. They speak of the land of their birth not oftener than once in ten years, and their children are 'red-hot' Americans. . . . Mr. Barr is right when he claims that in order to have a Canadian literature we must have Canadian writers, we must keep them at home, we must encourage them by buying and reading their works; if we do this we shall need money to buy, and the inclination to read, a condition which depends upon the practical efficiency of our educational systems.

"Canadians have reached that stage in their national history when it is necessary to do much hard thinking along many lines. Our fathers have been occupied in hewing down the forests, building roads, and constructing the civil fabric upon which rests the safety, permanency, and liberty of our people. Ours is a larger work and a greater task. The problems of race and religion; industry and commerce; transportation and communication; immigration and education—all these and more are awaiting solution. Canada needs less politics and more economics, less selfishness and more patriotism, less conservatism and more originality."

—Mail advices just received by Mr. G. T. Bell, general passenger agent of the Grand Trunk, from its representative at Paris, say that while the attendance at the World's Exposition has greatly fallen off, the number of visitors to the Canadian pavilion continues to average from 1,500 to 2,000 a day. In his last letter, Mr. Quinlan writes that while all nations, including the Orientals, are represented among the visitors, the bulk of the enquiries regarding Canada and Canadian affairs come from Englishmen, Americans and Germans, with the French in fourth place. The show, it is added, has done much to place the Dominion to the fore.

—A request for Summer Sentiments was recently issued by "Profitable Advertising," Kate Griswold's Boston monthly, and a somewhat unsuspected group of contributions came from the paper's own staff. Here is one which the Ad-writer is said to have got off:

Now comes the day,  
When Nature's gay,  
And people blithely flit away;  
And I must seek  
The cottage meek,  
Where board is dollars six per week.

—The White Horse Copper Company, of Victoria, have entered into an agreement with the British America Corporation by virtue of which the latter agrees to expend \$20,000 in improving the property of the former during a period terminating November, 1901, and that the property is then to be surrendered to the White Horse Company, or on the other hand a company is to be floated with a capitalization of at least \$1,000,000 to work the mines.

—A Winnipeg paper says: The Canadian Pacific Railway is arranging for a big decrease in the number of its employees throughout the whole of the western division. Between 200 and 300 hands engaged at the shops will be discharged at once, and every other department will be thinned out. This action is taken to save expenses in anticipation of the reduction in traffic, owing to the partial failure of the crops in Manitoba.

—A committee of experts, which was appointed to examine that historic London edifice, Westminster Abbey, report that it is in a very serious condition, owing to the hydrochloric acid fumes arising from the Doulton potteries, at Lambeth. An attempt is to be made to frame regulations to prevent the escape of the gas, which primarily is the cause of the deterioration in the stonework.

—It is stated that the plum crop of Nova Scotia will fall far short of last year's yield, and will not be more than 50 per cent. of a full crop. The yield of apples will be 75 per cent. of a full crop, but the quality will be fully up to the standard. Pears, quinces and peaches will also yield about 75 per cent. of a full crop.

—The investigation into the charges against Judge Senkler, gold commissioner in the Klondyke, has resulted in the declaration by Judge Dugas that the accusations of malfeasance and maladministration had been made on hearsay evidence, and that they were entirely baseless.

—The work of construction on the Canadian Northern Railway is rapidly proceeding towards the Saskatchewan. A force of about 1,000 workmen are now employed on the work in the effort to rush matters this season, which is a particularly good one.

—Will the Americans ever weary of reminding themselves—and other people, whenever they have the chance—that they once "lent Great Britain fifty million dollars?" We trow not.