

the mines in the North Michigan peninsula, but we buy much pig iron besides what is smelted here. It is not easy to say which is our principal industry, there are so many. We make railway cars, and have done so for forty years, turning out 19,000 of them in 1903; also electric cars. Stove-making is another very large industry—we do not have to take a seat now behind Troy, Albany, or Buffalo in that line—4,400 hands produce \$6,000,000 worth of stoves a year. Furnace and radiator making has been added of late years. Agricultural implements are made here in large quantity; so are waggons and carriages and automobiles. Where this is the case there must be a great consumption of malleable iron, and this city may be called a centre of that industry.

I have mentioned automobiles, and it is only fair to say that Detroit is the greatest entrepot for the production of these in the whole United States, if not in the world. This has come about almost entirely within the last five years. Estimates are made that between 9,000 and 10,000 of these handy machines were turned out of our fifteen or twenty factories in 1904, their total value being, perhaps, \$10,000,000. Of course, gasoline engines are made here largely, too. We make varnish, furniture, musical instruments, boots and shoes, tobacco, pickles and preserves, and we have one of the largest drug and tincture making establishments in the world.

Nature has done much in placing this city in a favorable position in many respects. We are close upon a noble stream of pure running water, thirty feet deep and near a half mile wide. Our sanitary conditions are good, and our labor conditions unusually satisfactory, for there is much and varied skilled labor here. Within the last ten or a dozen years the situation of Detroit close to, almost, indeed, upon, a vast deposit of rock salt has been availed of, and factories of soda ash and caustic soda have arisen, as well as those for materials of which alkali is the basis. Coke and Portland cement are further products of very recent years. The volume of our wholesale trade is large in the neighboring States and in the Province of Ontario, for our merchants make the most of their position as convenient shippers by either rail or water. Bank clearings, which in 1894 were \$288,000,000, had gone up by 1904 to \$523,000,000.

Not wishing to load you up with statistics, which are not pleasant reading to everybody, I will shut them off and ask your attention to some other aspects of our city. We believe we have here 330,000 people, for the United States census gave us 285,704 of a population in 1904, and there have been 9,180 dwellings built within the city since then (costing \$7,000,000), which, at five persons to a dwelling, means 46,000 more folks. No city has better, or, I believe, cheaper electric lighting than Detroit, and none is more freely supplied with water. The city is well governed, and our municipal taxes are only 15½ mills in the dollar, with a low public debt. We have good drainage and paving, and an excellent park and boulevard system, which, with the trees and grass plots which citizens take pleasure in maintaining around their dwellings, render this one of the most pleasing of cities to the eye.

Now, if I have not wearied you with too many particulars, I hope I have said enough to convince you that you good people of Toronto have in the city of Detroit one of the finest and friendliest of neighbor cities. We hear much of your progress and welfare from time to time, and I just thought I would devote this afternoon to doing a little justifiable blowing for our city.

CADILLAC.

Detroit, Mich., 8th April, 1905.

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#### EMPLOYMENT BUREAU.

The Employers' Association of Toronto have established an employment bureau, the work of which is thus described:

"Without any cost whatever to the men, employees of all kinds could register for positions, and work would be found for them without the necessity of having to go from shop to shop and without the loss of time to themselves, and the consequent loss to the manufacturers of

having the time of their firm or enquiry office taken up with applicants for whom they had no positions. The bureau would make a specialty of ascertaining what the current wages are, of differentiating between different classes of workmen, and classifying them into different degrees of proficiency, and ascertaining from former employers what their records have been with reference to skill, workmanship, etc. Vacancies for workmen reported from any of the firms would be filled by those registered on the unemployed list. It would be known at the central office exactly how the trade was supplied with men at any time. In case of shortages, the head office would endeavor to bring in just sufficient workmen to keep the trade supplied, and in case of a superabundance of men, would find them positions in other districts."

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#### OUR ENGLISH LETTER.

Nobody doubts the imminence of a political upheaval; one only wonders how the tossed fragments will fall. Chamberlain has large control of the Conservative party machine. Balfour has the Parliamentary majority, and the Liberals, whose leader is still undetermined, have doubtless a latent majority of votes in the constituencies. It would be an impertinence to prophesy in these confused circumstances. One can say safely that the position of members who have shouted with Chamberlain, and now wish to sing with Balfour, is highly invidious. Their inconsistency must cost them votes. But if a Liberal Government is certain, a Conservative Opposition is its necessary corollary. When it comes to opposing, Chamberlain will be the most formidable figure on the Opposition benches. By more arts than one he will be enabled to advance the progress of his fiscal projects, and some interesting divisions will serve further to compromise the Conservative members, and to reduce the colonial preference proposals to a more practical shape.

A passage in an official journal notes a probable employment for commercial automobiles in Toronto. Electric motors are suggested for light parcel delivery and for heavy goods. They have not been thus used on this side the ocean. Electric broughams and 'buses are seen in London, and their silent and smooth running is admirable. For parcel delivery a few large stores employ petrol motor vans, but the vehicles are used for their advertising value quite as much as because of any other consideration. Heavy motor waggons are driven by steam, and the perfect waggon has yet to be built. Many controllers of cheap and heavy cargo for road-transit are looking eagerly for cheaper power producers than the horse. In general, however, our manufacturers are agreed to wait for improvements. Gradients in different districts, the length of haul, and the weight of load are all factors of variable importance in individual cases. Though heavy waggons are seen about daily in our cities, their adoption is experimental, and overwhelmingly the chief haulier is still the faithful horse.

Mr. J. B. Jackson, the Canadian Agent at Leeds, made an announcement very pleasing to the Bradford Chamber of Commerce the other day. He described as "very favorable" the prospect of a reduction of the tariff upon worsted dress goods and linings. As these are not articles that Canadian mills make in any bulk, and as there is little likelihood of their being made advantageously in the future, the Bradford people ventured to suggest that 23 per cent. taxation should be sufficient. It is, perhaps, worth noting that these are precisely the classes of fabrics that Uncle Sam's formidable barriers fail to repel. In 1903 he took some \$4,250,000 worth, and last year still more, and this despite a taxation which more than doubles the cost of the articles.

Speaking of the growth of local expenditure in this country, a stout Tory organ, a foe to many of the new-fangled notions of reform, attributes the general cause to "a growing sense of public duty and public requirements." The pronouncement will gain weight with all those who know the paper when it is explained that the authority is the Yorkshire Post.

A great ground landlord in Liverpool has incensed the insurance agency profession by calmly assuming its prero-