

public interests. But the National Policy divided the Opposition, at the general election: they could not agree to be an unit upon the question, and it was much if each man could agree with himself for six months, and more than some could accomplish.

—It is admitted that the Credit Foncier Franco Canadien has been unable to float its bonds in Paris. The reason given is that the Company is restricted to six per cent. interest. But then the Company made a merit of asking no more, and got some exclusive privileges as a set off. The rate of interest is really not the sole difficulty. The stock underwent injurious manipulation by brokers, when it was put on the market. A very small amount has been paid on it, and the privilege of issuing bonds to five times the amount of the stock has proved, as might have been foreseen, the reverse of an advantage. The bondholder would have had to bear an undue proportion of the risk of success; the Company not having enough paid up capital to afford them protection. The restricted rate of interest may have been the last straw, but it was only a straw.

—THE *Farmer's Advocate* represents Toronto, with its Industrial Exhibition, in the form of a vulture, "seizing the farmer's property, and attempting to grab more." The wit is of the dullest, and the facts are pure invention. Toronto did not originate the plan of holding exhibitions apart from the Provincial; she was about the last of all the cities to do so. If she, without any Government subsidy, beats the subsidized Provincial, it is because she offers more prizes, all from private sources, more attractions, and is the best centre for such enterprises. She has no hostility to the Provincial; but that concern has become so decrepit that she cannot afford to have anything to do with it. Private enterprise well directed has once more beaten a subsidized concern. This is nothing new in the world's history, and certainly nothing for any sane man to lose his temper over. The sensible thing is to make the most of the moral to which the event points.

MANUFACTURERS' NOTES.

Messrs. Malcolm & Son, of Scotland, Ont., have offered to remove their woollen mill from that place to the city of Brantford, provided a loan of \$5,000 for five years, without interest, can be negotiated. It is thought that no difficulty will be experienced in obtaining what they require. The firm will expend about \$15,000 on the factory.

The Industrial Works in Hamilton had their safe blown open a few mornings ago by burglars. Fortunately there was no money in it, and the damage to safe and building will not exceed \$200. No arrests have as yet been made.

Mr. E. Cox, one of the most successful master ship builders in the Maritime provinces, has now in course of construction, at Kingsport, a ship of 2,000 tons register. Her dimensions are, length of keel 225 feet, breadth of beam 44 feet, depth of hold, 27½ feet. She will be rated A 1 fifteen years in Bureau Veritas. Her owner is Mr. P. B. Crichton.

The new Steel Works shortly to be opened in London East will employ sixty hands.—An

exchange says: "The erection of the Nova Scotia Steel Works is progressing rapidly. The masonry and frame of the structure are now completed, and the work of covering is being pushed forward. A siding has been built to the Intercolonial, and a track laid, and trains containing construction material are being run into the Works.

The Magog Textile and Printing Company is the name assumed by the promoters of the new calico mill. The company is being organized with a capital of \$1,000,000, twenty per cent. of which has already paid in. It is intended to erect extensive works for the manufacture of printed cottons. The company will bleach the product of their own and of other grey cotton mills. This will be the initiative in the making of printed cottons in Canada, and with the exception of the Valleyfield mill and a small bleachery in connection with the St. Henri mill, the Magog Company will possess the only bleachery in the Dominion. The Montreal *Star* says that there are a few Americans ready to invest in this enterprise if the stock is not subscribed for by Canadians. Among the promoters is a number of the Directors of the Coaticook Cotton Company.

Application has been made to incorporate "The Glencoe Agricultural Manufacturing Co. (Limited)," for the purpose of manufacturing all kinds of farm implements in Glencoe. The capital stock is \$100,000; number of shares, 4,000. The first Directors of the Company are to be Messrs. Wilmot Swaisland, banker; Samuel T. Walker, farmer; John E. Weston, Nathaniel Currie, farmer, and Geo. M. Harrison, banker. The other two named are manufacturers.

LAKE STEAMERS.

CORRESPONDENCE FROM "H. R." DETROIT.

With the exception of the floating palaces upon the Hudson River, nowhere in the world, probably, have there been upon fresh water finer specimens of naval architecture, steam-propelled, than have plied of late years upon the western lakes. Those who remember the Michigan Southern Railway steamers on Lake Erie, and those of the Michigan Central line, will probably say that "the glory is departed," and that there are no such beautiful paddle steamers to be seen now, since the railways have engrossed the passenger carrying trade which used to load these immense vessels to excess twenty years ago. Certain it is, that in size and costliness, possibly in speed as well, the *Western World*, *Plymouth Rock* and *Mississippi*, which used to ply between Buffalo and Detroit in connection with the M. C. R. R. line, and whose united cost exceeded \$1,000,000, have never been excelled upon the chain of lakes, unless by the *Western Metropolis*, a later, more pretentious, and probably more costly attempt to "beat the world" in rapid steaming. That steamer was alleged to have demonstrated a speed of 22 miles an hour in the lake, and bets have been made by credulous sailors on the river that she could accomplish 25 miles an hour down stream. Both these stories were probably exaggerated. At any rate, she was a costly experiment; she did not pay, and not much more than a dozen years ago, her enormous engines were sent to the seaboard to be put into a sound steamer, while the graceful hull, despoiled of its carved and gilded cabins, was degraded into a barge, to be laden with lumber or coal, and ignominiously towed around the lake.

All this is brought to mind upon reading a review of the progress of steam navigation on

the lakes, just issued. The contrasts which this publication presents of one decade with another, are very suggestive of the enormous flow of travel westward to the newer States a quarter of a century ago, and of the efforts made to provide for its convenience. In coming summers, the influx to our own North-West will, let us hope, bring into existence numerous additions to the handsome *Campana* and other such vessels, to ply on the Georgian Bay and Lake Superior, and that no cattle will be allowed on these steamers. The first lake steamer launched upon the American side was appropriately named the *Ontario*, 231 tons, built at Sackett's Harbor in 1816, and on the Canadian side appeared, about the same year, the *Frontenac*. Both these were predecessors of the much more celebrated *Walk-in-the-Water*, which, in 1818, made her first trip from Black Rock to Detroit, disquieting the settlers of the "Western Reserve" hardly less than the Indians of Maumee or Anderdon, with her clock-wheel paddles, turned by some "invisible spirit of fire," propelling her at the rate of say four miles the hour. Up to the year 1820 but three steamers had been launched, whose aggregate tonnage was but 623 tons. In the next decade, eight steamers, five built at Buffalo, one each at Black Rock, Erie and Cleveland, boasted a total tonnage of 1,510 tons, the principal ones being the *Superior* of 346, the *Henry Clay* of 301, and the *William Penn* of 214 tons, the last, as may be imagined from the name, being built at Erie in the State of Pennsylvania.

During the ten years ending with 1840, there were 59 steamers of an average tonnage of 250 tons, launched at lake ports. The largest number built at any port, was 14 at Detroit; Cleveland, Miami, Erie, Sandusky, Oswego and Buffalo following in order. It was about 1843 that the first screw propeller appeared on the lakes, her advent at various ports being announced in the night season by a copious and unceasing shower of sparks from the funnel. Twin screws were for a while the vogue; some boats such as the *Hercules* and the *Ogoniz* having them astern; others, the *Baltic* for example, having screws midway of the hull, at the sides. Those were the days of high-pressure engines, whose shrill exhaust made noises only less irritating to the ear than the blood curdling and Calliope-like steam whistles of their low pressure successors of 1882. By 1855 the steam fleet of the lakes had been added to until it numbered 243, and the size of the more recently built craft had so increased that the average in the year named was 367 tons to each steamer. This was the era of the swift and handsome low pressure steamer, of which the symmetrically modelled *Mayflower*, of Detroit, was a specimen. Canadian ports turned out some admirable steamers, too, such for instance as the *Canada*, Capt. Willoughby, and the *London*, Capt. Van Allen plying from Buffalo to Detroit. Old travellers of a not much later day will recall the *Peerless* and *Zimmerman*, which plied on Lake Ontario between Toronto and Lewiston.

The growth of steam tonnage on the great lakes, the review which has been quoted tells us, was in twenty-five years four hundred per cent. in number and two hundred and fifty per cent. in tonnage. The 243 steamers, 89,000 tons of 1855 had become 973 steamers of 225,000 tons in 1880. And there is reason to believe that the number of steam craft in use on the lakes to-day exceeds one thousand. Paddle steamers no longer constitute the majority, however. Screw steamers have been found more convenient and economical, and they now out-number the others. Of late years, too, the steam-barge "form of boat, that is, one which carries freight herself and uses her