

An order was taken at the Fair last week for 106 of these for Australia; 6 to be shipped this month to San Francisco, and 100 by the 15th June next year.

MANUFACTURER'S NOTES.

The French Customs returns for 1888 show that the exports of "manufactures of leather" were \$24,337,000, of which \$3,160,958 were sent to the United States.

The average weekly production of steel pens at Birmingham exceeds 160,000 gross, and to make these about 4,000 hands are employed. Birmingham maintains its pre-eminence as the centre of the steel pen trade. No new pen manufactories have been established since 1865, except in the United States, where there are now four pen factories, but of these only one is of importance. In France there are three factories, and the total production is less than it was five years ago. Germany has only one pen factory.

There are five stone quarries at Marble Mountain, Cape Breton, and 7,000 tons of stone have this year been shipped from them, mostly to P. E. Island, a few cargoes to Halifax. The Bras d'Or Lime Company has shipped upwards of 6,000 barrels of Roche lime. About half of this has been sold in Boston, the remainder in the Maritime Provinces.

The Ontario Lead and Barb Wire Company, Limited, has recently purchased the plant of the Hamilton Steel Wire Nail Company, and are removing the same to Toronto. The practical part of the nail business will be under the superintendence of Mr. I. M. Phillips, who had charge of the Hamilton factory, and under whose management the goods obtained such a high standard. It is the intention of the company to add largely to the plant. The premises of the company have been extended through to Lombard street from Richmond street. Their office in future will be at 54 and 56 Lombard street, where the company have fitted up handsome offices.

The Machinery Hall of the Paris Exposition is the largest building covered by one roof in the world. Its central nave measures 375 ft. in width, by 1,380 ft. in length, and is roofed in by one span. On either side are galleries 57 ft. 6 in. wide, and these have a ground and first floor. The cost is given in an official return as \$1,502,785, made up as follows:—Earthwork and masonry, \$118,485; ironwork, \$1,079,660; woodwork, \$38,750; covering, lead and zinc, \$47,335; flooring, \$15,715; joiners' work, \$6,865; glazing, \$36,445; decoration, \$51,220; painting, \$31,705; miscellaneous, \$38,025; engineers, \$38,580. Three-quarters of the space of the Machinery Hall is occupied by France, and the remaining quarter is divided between Great Britain, the United States, Belgium, and Switzerland.

Particulars are given in a late issue of the *Glasgow Engineer* of an engineering work that has taken over a century to construct. This is the tunnel, or adit, commenced more than one hundred years ago, at Schemnitz, in Hungary, its construction being agreed upon in 1782, with the object of carrying off the waters from the Schemnitz mines to the lower part of the Gran valley. The work, which is now complete, forms the longest tunnel in the world, being some 10½ miles long, or about one mile longer than the St. Gothard tunnel, and 2½ miles longer than that of Mount Cenis; the height is 9 feet 3 inches, and the breadth 5 feet 3 inches. This tunnel, so long building,

has cost about £1,000,000, but the saving in doing away with water-raising appliances amounts to a large sum annually. The original contract was at the rate of £7 per yard run, and the work was to be finished in thirty years. From 1782 to 1793 the work was done at that figure, but the cost of labor and materials grew till the cost at the close was about £20 per yard run.

As a ship-building centre, the city of Cleveland, Ohio, on Lake Erie, is second to none on the great lakes, says the *Press*. Especially is she noted for the number of fine steel steamships that have been recently turned out. No fewer than 58 large vessels have been launched at this port since the year 1885. These boats represent something like \$7,000,000 of capital, and a net tonnage of 67,000 tons.

Already there have been built at Duluth, on Lake Superior, steel barges 260 feet long for the lake carrying trade. This winter two more are to be built, the length of which will be 300 feet, and their tonnage will exceed that of the largest craft now in commission on these waters, viz., 3,000 tons. The steel plates for these are brought from the Eastern States.

Among the guests at the Sheffield Cutlers' Feast on the 5th September were a lot of lords and other swells. The London City companies were represented by the masters of the Drapers', Ironmongers', Curriers', Cutlers', Coopers', and Dyers' Guilds.

There are four concerns in the United States which make cow-bells; two of them are in Collinsville, Ill. One hundred and fifty dozen are turned out daily. The manufacture of cow-bells is entirely distinct from that of other bells. Instead of being molded, the metal is rolled into sheet, cut into symmetrical polygons, which, when folded, are pressed into their well-known form. Having been riveted, they are next packed in clay, and brought to a white heat. When suddenly cooled these steel bells are found to be not only tempered, but also beautifully brazed.

All the departments of the Londonderry, N. S., Iron Works are being rushed to the utmost extent, and large additions are being made to the working force. The new West mine is turning out large quantities of excellent ore, some of which yields 90 per cent. of iron.

Hantsport, N. S., has formed a joint stock company to erect, equip, and run a foundry in that town. This town has been famed as one of the largest ship-owning places in the Maritime Provinces, and its enterprise is now running in another channel.

DECISIONS IN COMMERCIAL LAW.

CENTRAL RAILWAY COMPANY v. PEACOCK.—P. a passenger on the street cars, gave his seat to a lady and stood up. The driver directed him to sit down, but P. replied that he had given up his seat and there was no other, and that he would take one when he could get it. The driver became abusive and P. said he would report him, and got off to do so, when the driver jumped off the car, took part of the iron break and struck P. twice on the head, causing considerable injury. P. sued the Company, but the Maryland Court of Appeal held that the Company was not liable, as the injury was not caused by an act within the real or apparent scope of the master's business. No liability attaches to the master when the servant steps aside from his employment to commit a tort, which the master neither in fact

directed, nor could be supposed from the nature of the appointment to have authorized or expected the servant to do.

BOOKS RECEIVED.

We beg to acknowledge the receipt, from the Government of that province, of journals of the Legislative Assembly of Quebec, session of 1889. Printed by Belleau & Co., Quebec.

Also, from Ottawa, the Statutes of Canada 52nd Victoria, 1889, Volumes 1 and 2, containing, besides the Acts of the last session, Orders in Council of the British and Canadian Governments and Treaties negotiated by the Queen with foreign powers. Printed by Brown Chamberlin, Ottawa.

MONTREAL CLEARING HOUSE.

Clearings and Balances, week ending 19th September, 1889:

	Clearings.	Balance.
September 13th.....	\$1,689,697	\$ 265,475
" 14th.....	1,914,854	280,458
" 16th.....	1,098,974	233,929
" 17th.....	1,672,436	152,875
" 18th.....	1,470,180	217,273
" 19th.....	2,053,410	352,683
Total	\$9,899,551	\$1,502,433
Last week	\$9,984,080	\$1,605,680
Week ending Aug. 15. 8,150,873		1,238,202

BANK OFFICIALS AS INSURANCE AGENTS.—According to the *Insurance and Finance Chronicle*, the directors of the Bank of Ireland have resolved that in future no bank official will be permitted to accept an appointment from an insurance company. They will be expected to devote their whole time and attention to the service of the bank, and their salaries will be arranged accordingly. The step taken by the directors of the Bank of Ireland is a wise and judicious one. The customers of the bank will no longer be worried by officials, for their insurance risks. Canadian banks will do well to follow the good example set them by their Irish cousin. It is not fair to regular insurance agents that bank officials who have fixed salaries, and no office rent to pay, or other expenses, should act as insurance agents. Besides this, a bank official is sometimes in a position to bring undue pressure to bear on a customer of the bank in obtaining his insurance. The insurance company that discounts any agency in such matters except that of the regular insurance agent, is reasonably sure of preference in the placing of risks.

—A number of gentlemen assembled a few days ago to discuss the expediency of erecting a statue or some other suitable monument to the memory of the late George Laidlaw, and a circular bearing the name of Mr. Robert Hay, late M. P. for the city, has been issued advocating the project. This circular says, very truly, "The present prosperity of Toronto is no doubt largely due to Mr. Laidlaw's energy and forethought, and the feeling is almost universal that the citizens of Toronto ought, in some way, to publicly recognize what he has done for them." Those who recall with what unceasing energy Mr. Laidlaw worked, away back in the "sixties," for narrow-gauge railways north-west and north-east, and how he labored for the Credit Valley road, will acknowledge that he was a public benefactor. The project is an eminently proper one, and we are pleased to learn that a meeting for its furtherance is to be held on Monday.

—We observe have been made Directors of the L Insurance Company B. Angus, Esq., of Fleming, C.M.G., members of the Donald Smith and prominent and which has lan Dominion, has modious offices building in Montrous exponent of dian field.

—The seventeenth session for the Adv held in Denver, C and 10th. Amc are: Crime and Hazard; Women Linton; The Re Mrs. Rickoff; Co by Dr. Julia H promised a statist tioned, by Rev. A there is intended subject of Empl well-known Julia of the associati "Truth, Justice,

An old tradesman his accounts in a up two boots, one and in one he put and in the other for the money he or whenever he counts, he emptie their several and enabled with a li which was doubt as if it had been Irish Leather Tra

—It was regar the year 1887 the compared with ship-building of remarkable that of the world's sh of 1887 in numbe 346,744 tons. Register for the p of the various n last year 926,5 steam and sail number was 53 The list is as fol

United Kingdom
Germany
United States ..
British colonies.
Norway
France
Denmark
Netherlands
Austria
Sweden
Greece
Italy
Russia
Other countries.

—We learn fr exchange, the contractors route have met v the circumstance