

from Guelph, and Christie, Brown & Co.'s biscuits, W. H. Bell & Co.'s carved mantels and over-mantels, from Toronto, Seabury & Johnson's pharmaceutical preparations from New York. Of articles in which Hamilton takes pride there were, of course, Gurney's scales, Tuckett's tobacco, Fearman's preparations of pork, &c., Beckett's engines, and the lamps, wire-work, sewing machines, furnaces, "notions," household hardware, &c.

It has given us pleasure in former years to inspect the admirable display made by Hamilton ladies of art work, whether of embroidery, needlework, carving, painting or other exhibitions of taste and skill. This year the exhibits made in this department show that the loyal interest of the ladies in the Hamilton Central Fair has not waned. It shows, further, that their hands have by no means lost their cunning. We saw nothing like it in Toronto.

LURES TO DISHONESTY.

The meaning of the expression "green goods" is getting to be tolerably well known in Canada, thanks to the attentions of the many counterfeiters or their agents who constantly write, usually from New York, tempting people in all parts of the Dominion to brave the risk of the penitentiary by buying and circulating their dishonest wares. Appeals are made in the letters of these scoundrels, to the "friendship" of those whom they address. The law-breakers profess a desire to "benefit" their correspondents by selling them counterfeit money at profitable prices, and they rely on the person addressed proving "a square man," which, being interpreted, means an easy prey or a complaisant confederate. Here is a specimen letter, addressed to a merchant in the county of Simcoe. It comes to us from the agent of a banking firm; who rightly says that people should be warned against corresponding with such dangerous people:—

DEAR SIR.—Your name and address was given me by my confidential agent who said he thought you were a man in a position to handle my "goods" in safety, so I concluded to write to you. If I have made a mistake do me no harm and let matters drop. My motto is, never harm a man who is willing to prove himself a friend, my business is not exactly legitimate, but the "Green Articles" I deal in are safe and profitable to handle. The sizes are 1's, 2's, 5's, and 10's. Do you understand, I cannot be plainer until I know you mean business but if you conclude to answer this I will send you full particulars and terms and will endeavor to satisfy you on every point that if you are my friend I will prove a true and lasting one to you.

Remember I want simply to convince you that I am just as I say a friend to a friend. If you answer this be sure to send me your name and Post Office address as I may lose the one I now have before hearing from you again and then not know where to write.

Trusting that you will take no offence from the above I am

Yours in confidence,

M. D.—, care Stationery,
763 ——— Ave.,
New York City.

P. S.—Return this letter and I will always return yours.

—The premier of Manitoba, among his statements in relation to the proposed Manitoba Loan, says: "If the application had been made one day sooner the Province would have had \$750,000 from the St. Sulpice Seminary Montreal, instead of \$50,000." Three quarters of a million is a pretty tidy sum for the gentlemen of the Seminary to have by them, rich as that body is known to be.

THE ELECTRIC LIGHTING OF RAILWAY CARRIAGES.

A paper by Mr. Killingworth Hedges, in the last number of the *Electrical Review*, says there is a great want at present of a small portable electric battery for railway-carriage lighting, to be used as a reservoir for maintaining the lamps while the carriages are uncoupled for the purpose of making up a train. The Northwestern and other railway companies have for years had trains electrically lighted, with success. The best plan so far has been found to be that of fixing a small dynamo and high-speed engine on the locomotive or back of the tender, giving the driver control of it. The objection has been the impossibility of disconnecting the carriages without putting out the light.

On the Underground Railway in London, and on the Continent of Europe, compressed gas has been used to light railway carriages, but this is dangerous in the case of collisions, which may pierce the cylinders. On the Potsdam, Germany, railway, lately, an empty freight train ran into a passenger train, piercing the gas cylinder. "The liberated gas, being set on fire by the goods engine, flew about in all directions, setting fire to every thing in the carriage, in which were three persons who, before they could escape, were burnt to cinders. It is needless to say that with electric light no such thing could happen."

A new form of secondary battery, for small or private installations of the electric light, is described by Mr. Hedges. It is a lead-zinc battery, the invention of M. Phillimon Bailly, a French engineer, and differs much from that of the original inventor of storage batteries, M. Gustave Plante. The outside case is made of celluloid, (a material found to be well-suited for the purpose) and this is covered by wicker-work in the smaller and wood in the larger batteries. This basket contains six cells or bottles, the total weight being under 100 pounds, and the capacity of each cell is 60 ampere hours. Lamps enough can be maintained by it to light a dinner table. This plan, it is inferred, could well be adapted for railway carriages.

DRY GOODS NOTES.

With commendable enterprise, the Messrs. Clapperton, thread manufacturers, are establishing works in Montreal for the spooling, in this country, of their threads. Premises 110 x 44 have been leased, in rear of the building of the *Star*, which will furnish the requisite power to drive the machinery. The necessary machines and a dozen or two of skilled operatives from Scotland have arrived and the shafting and appliances are being put in place by the Machinery Supply Association, of Montreal. The new works were to be in operation this week, under the supervision of Messrs. D. Ross & Co., the Canadian agents.

Amongst the objects at the Quebec Exhibition which attracted the attention of the *Montreal Witness*' young man were "two great pyramids of Brooks' patent glove and machine cotton. But there was something else, and it appears to have aroused the tender interest of the *Witness*' witness. It was that "beside these pyramids stood a number of pretty girls who gave to visitors a sample spool enclosed in a neat box." This cotton was especially sought for by ladies from the Old Country, who were heard to say that they preferred it but had sought for it in vain here. Here,

surely, is something which the agent, Mr. Lancaster, ought to be made aware of.

A fire, of mysterious origin, destroyed the woollen factory of Mr. John Walker, at Aberfeldy, Scotland, on the 22nd ult. The fire originated amongst a quantity of wool stored in the upper flat, which is supposed to have ignited from spontaneous combustion. The loss has been estimated about £2,000, and is partly covered by insurance.

Sellers of cotton textiles in the Manchester market, a fortnight ago, were not doing much because full prices are generally insisted upon, and partly because so many sellers are well engaged. Certain manufacturers were full of orders to January and February, and in some cases even beyond these months.

The hosiery manufacturers of Hawick and other places in Scotland are jealous of their trade marks, and no wonder. They held a meeting in Hawick last month and discussed the Merchandise Marks Act, which came into force in August last. It was unanimously resolved that, in order to protect their own interests, the attention of English and foreign manufacturers be called to clause 18 of the Act, which prevents anyone using the title "Scotch" in the case of goods not manufactured in Scotland. It appears that this Act is systematically evaded by English manufacturers, and the meeting expressed its determination to see that this unfair practice was checked.

According to late mail advices, matters are dull in the Nottingham lace market. There is no profit in prevailing rates for common laces; for medium Brabant and d'Alencon goods there is but a languid demand, while the same may be said of Valenciennes. In the hosiery business at Nottingham more activity prevails.

At the London wool sales on the 23rd September, competition was inactive and the audience had fallen off. Cross-bred and good combing merino wools, in limited supply, sold at current rates, but scoured wools, which formed the most of the catalogue were in poor demand, with prices in buyer's favor. Cape and Natal were scarce and brought full prices. Continental or American operators did but little, the home trade being the main purchasers.

We learn from the old country newspapers of 23rd to 25th September, that in sympathy with London, the wool market kept up. In Lincoln and other strong English wools, the tendency is against buyers, while the Shropshire half-bred and North descriptions and finer staples are barely firm. Yarn spinners were doing badly, the ruling prices not being commensurate with the price of wool. Although "frames" were not fully employed there were signs that production was gaining on demand.

Telegrams from Bombay of 22nd ult. to the *Glasgow Herald* described the cotton market as steady, with improving demand, the crop not doing so well, for lack of seasonable weather. Receipts of cotton, however, had been since 1st January 1,473,000 bales as compared with 1,380,000 bales in 1886 and 988,000 in 1885, same period.

Reports of the Egyptian cotton market from Alexandria showed it to be quiet and lower, up to last week of September. Receipts for three September weeks this year were 27,000 bales as against 12,000 bales in same time of 1886.