

so-called elevator monopoly. The term "monopoly" is, of course, quite wrongly applied to the situation in Manitoba. There is no such a thing as an elevator monopoly, strictly speaking. There are certain railway restrictions, however, governing the shipment of grain at many points, by which shippers are obliged to handle their grain through the elevators. Loading on cars is not allowed at most elevator points. There are also certain rules providing that elevators must come up to a certain standard. These elevator regulations, on the whole, we believe, have been a benefit to Manitoba, as they have led to the establishment of excellent grain storage and handling facilities throughout the country, without which our grain trade would be in a chronically congested state during the busy season. The fact that the farmers themselves have gone largely into the establishment of elevators, indicates that they are a great advantage to the farmers.

At the same time, there seems to be something harsh in the regulation that a farmer shall not load his grain directly into a car, providing he wishes so to do and can do it without causing unreasonable delay to traffic, which latter is a very important consideration in our busy season. If farmers and others had the privilege of loading directly into the cars, and were to avail themselves largely of the privilege, it would cause such delay to traffic as would almost paralyze the railways in the busy season. We do not believe, however, that the removal of the elevator restrictions would result in any general movement to go by the elevators in shipping grain. The country is now remarkably well supplied with elevator facilities, thanks largely to the elevator restrictions imposed in the past. This being the case, it would seem preferable to abolish the restrictions rather than have another serious agitation in the country. — *Winnipeg Commercial.*

POSTCARD LIBELS.

Chief Justice Armour intimated from the bench yesterday, at Osgoode Hall, that in his opinion some Toronto citizens had become too modest to notice the amusement posters on the bill boards. The comment was in connection with the appeal of George Young, mail clerk, St. Thomas, against the judgment condemning him for libelling Dr. L. J. Mothersill on a postcard. Young was condemned to pay \$50 damages and costs, for sending a postcard to Dr. Mothersill reflecting on the doctor's ability and character. He appealed for a new trial, partly on the ground that as it was on a postcard it was not publicly seen, and that Dr. Mothersill sustained no injury. The Chief Justice said that if the court granted the appeal postcard libelling might become a common practice. The appeal was dismissed. — *Mail, Dec. 9th.*

RECLAIMING LOST COAL.

The Reading Railroad Company, it is stated, has begun the work of reclaiming the great masses of anthracite coal, now buried in the mountains of coal dirt scattered all over the Schuylkill coal basin. During the season just closing 50,000 tons of good coal were reclaimed from the coal dirt near Kalmia colliery alone. Kalmia colliery is now abandoned as a coal mine, having been worked out. It was one of the very best of the Reading Coal & Iron Co.'s properties in the west end, and its product was vast in the many years of its active operations. Now the company has turned its attention to reclaiming the coal in the dirt mountain at the colliery. Suitable washing machines were put in, and quantities of first-class coal are being taken out of what was considered a great black mass of worthless dirt. There is no way of estimating the weight of all these mountains of coal basins, but they are all valuable, especially where there is a plentiful supply of water. In recent years the discovery has been made that pea coal is a first-class fuel. They now take out and classify not only pea coal, but buckwheat and rice as well. The company is able to make at least \$1 clear profit a ton on this washed coal, which would make \$50,000 clear profit on the Kalmia washery alone. Individuals have gone into the business, and are doing very well. In a short time, it is probable many more will be engaged in washing out good coal from these dirt heaps, some of which are 200 feet in height and cover

ten acres. At one big dirt bank a very rich find has just been made. During the war the demand for lump coal for United States vessels of war was so great that several of the Reading Railroad collieries could not stop to bother with small coal. The rush for lump and steamboat necessitated the pushing of small coal out of the way in order to hurry up the shipments of the big coal. This small coal went out on the bank and was soon covered up by the dirt from the breakers and buried out of sight, to remain there for thirty-five years. It has now been discovered and it is thought it may prove to be worth hundreds of thousands of dollars. — *Industrial World.*

LONG-LEGGED BOOTS AGAIN POPULAR.

Tanners of common upper leathers, such as grain and wax upper, are noting with a glow of satisfaction, says an American exchange, that the old-fashioned high boots are coming into favor again.

Farmers and men in other callings, who used to wear long-legged boots, began economizing when the hard times set in a few years ago, and took to wearing plowshoes, brogans, etc. These strong and durable shoes are cheap and satisfactory, but at the best they are only shoes, and do not protect one's legs.

Up to a few months ago long boots were the dearest stock carried by country merchants. Tanners also suffered, as it takes much less leather for shoes than boots. In consequence, the manufacture of grain and wax upper, particularly the latter, declined considerably. Today wax upper is in brisk demand, and boot manufacturers have been quite concerned about getting enough for their needs.

The awakening in the inquiry for boots is instructive, and illustrates the workings of an unseen and powerful force that changes the tastes and desires of customers all over the country.

Farmers and other laborers find a satisfaction in wearing long-legged boots. There is more comfort in boots than in any combination of shoes and leggings.

Tanners welcome the call for boots and hope it may live long and prosper.

TRANSACTIONS ON TORONTO STOCK EXCHANGE.

Ontario Bank, 29½ shares at 100; Bank of Toronto, 6 at 229; Bank of Commerce, 117 at 133½-137½; Imperial Bank, 60 at 187-187½; Dominion Bank, 77 at 251-258½; British American Assurance Co., 169 at 127½-129½; Western Assurance Co., 566 at 168½-169½; Consumers' Gas Co., 9 at 211-212; Dominion Telegraph Co., 30 at 131; Canada N. W. Land, pref., 270 at 53½-55; C.P.R. stock, 1,383 at 80½-81½; Toronto Electric Light Co., 567 at 134½-141½; new, 913-7 at 117-118; General Electric, 35 at 93½-97; Commercial Cable, 500 at 181½-183; Commercial Cable, registered bonds, \$7,500 at 104½-104½; Bell Telephone, 100 at 174; Richelieu and Ontario Navigation Co., 41 at 107-107½; Montreal Street Railway, 50 at 226½; Toronto Street Railway, 130 at 84½-85½; Ontario and Qu'Appelle, 45 at 47-48; Canada Landed and National Loan, 12 at 107; Canada Permanent Loan Co., 253 at 110-111; Freehold Loan Co., 3 at 98; Hamilton Provident Co., 36 at 110½; Imperial Loan and Investment Co., 4 at 85; London and Canadian Loan Co., 30 at 95; Manitoba and N.W. Investment Co., 10 at 50; Real Estate Loan and Debenture Co. 16 at 55.

THE RECALESCENCE POINT IN STEEL.

There are numerous heats at which steel hardens if chilled, but all produce a more or less weak, sandy or uncertain grain, unfit for cutting edges, except one single heat or temperature, for each carbon percentage or temper of steel. This temperature, if it can be found by the steel hardener, will produce the refined grain which gives great strength and endurance to cutting edges. The refining temperature coincides with the strange recalcence point. The point of recalcence is that temperature, varying for each carbon percentage, at which cooling steel pauses awhile, gets hotter of itself and again goes on cooling. Gore was the first to

note it; Barrett confirmed it, and gave it the name "recalcence." There are two breaks in the cooling. The first is of short duration; the second is a long arrest in the fall of the thermometer, its duration in 1 25 carbon steel being, according to Roberts-Austen, 76 seconds. Osmond states that the reheating of the steel is caused by the heat evolved when carbon leaves its state of solution and truly combines with the iron in steel. — *Sparks.*

LEATHER IN THE UNITED STATES

Although competition to sell leather, etc., is keen, prices as a rule are maintained, owing to the rigidity of quotations for hides and skins. Leather buyers are scouring the country for job lots, and relations that have been pleasant and prolonged between sellers and buyers of shoes and leather have been temporarily strained, owing to sellers being unwilling to abate their terms. Buyers are evidently not entirely confident that leather values will be strictly upheld. They have faced strong leather markets before and conquered them by using a policy of "masterly inactivity." At present the outlook is misty and uncertain, and while the next few weeks may remain devoid of activity, buyers may decide that to-day's prices are about as cheap as they will be for some time to come. Meanwhile the steady call for goods of all kinds carries with it a feeling of confidence that before long the increased ability of people to purchase merchandise of all kinds will cause a welcome broadening of the channels of consumption. — *Hide and Leather.*

MAKING GLASS.

Iron and steel manufacturers will be interested in the news just published of a revolution which is progressing in the art of making glass. Molten glass has long been molded into a great variety of ware, but the blow-pipe driven by air from a man's lungs has been deemed indispensable for shaping jars and other hollow articles as well as window glass. But a recent invention bids fair to deprive the glass blower of his vocation just as many time-honored craftsmen in the iron trade have found their occupations gone. The first use of the new glass-making machines is in the manufacture of fruit jars at Muncie, Ind. One blowing machine is said to do away with the services of three men, and it is estimated that the same product can be turned out with only two-thirds as many workmen employed. The glass blowers are expected to be able to find employment on account of their expert knowledge about glass, but common labor will be affected. The introduction of these machines in glass making is regarded as fully as revolutionary in that trade as was the introduction of the Bessemer converter and the open hearth furnace in the iron trade, the type-setting machine in the printing business, the self-binding harvester in agriculture, the spinning jenny in the cotton trade, the sewing machine among seamstresses, etc. The window glass manufacturers are anticipating the early perfection of blowing machines for their branch of the trade. — *Kuhlow's German Trade Review.*

ANDERSON V. GRAND TRUNK RY. CO.—The defendants were in the habit of selling tickets to, and allowing passengers to get off at, a crossing or junction, the only means of egress to the highway being along the track. A passenger, while walking from the crossing to the highway, was killed. The Court of Appeal decided that he could not, under the circumstances, be looked upon as a trespasser; that the defendants were bound to use reasonable care towards him; and that, as there was some evidence of want of care, a verdict in favor of his representatives could not be interfered with.

THE results of the smelting operations of the Hall Mines, Limited, at Nelson, B.C., for the two weeks in November last, were as follows: In thirteen days sixteen hours, 3,283 tons of ore was smelted; yielding 233 tons of matte. Containing (approximately), 107 tons copper, 69,780 ozs. silver, and 93 ozs. gold. The furnace was closed down 6th to 19th November inclusive.