The Bicycle Industry.

The growing uses of the bicycle is a phenomenon of the present day, but unlike such phenomenon, which was rather a fad, as the roller-skating craze, the bicycle, whilst primary providing amusement, serves a practical purpose that has evidently brought it to stay.

It has been computed that not less than $35,000,000 was expended in bicycle buying in the United States during the past year, and others have raised these figures as high as $50,000,000. No statistics of the bicycle have been prepared for Canada, but relatively, there is good reason to believe that as many bicycles are in use in this country, as across the border, and their increase is growing apace.

Leaving aside the element in the case that belongs more properly to an organ of outdoor sports, it is within the province of Industrial Canada to note what this great growth in the use of the bicycle means from an industrial point of view. The manufacture of 500,000 bicycles, the number said to have been in use in the United States last year, represents a large volume of business for a new industry. In Canada we are interested in the shape bicycle manufacturing has taken within a twelve month. Up until that time, and ever later, with a few exceptions, the bicycles sold here have been imported, some from Great Britain, and others from the United States. But it has become manifest that there is nothing to prevent the manufacture of the highest class of bicycles in Canada, and with as many, so it has been estimated, as 12,000 in use in Toronto alone, the future of this industry is encouraging.

Supplementing the factories already in existence, Cleveland capitalists are establishing a large factory at West Toronto Junction.

The Massey-Harris Company have erected a large building, which will be devoted entirely to manufacture of wheels, and within a week of the present writing steps have been taken by Canadian capitalists to secure the use of the Cyclorama building, to be turned into a bicycle factory.

Not only is there no reason why the manufacture of bicycles in Canada should not prove a prosperous industry, but there are substantial reasons for the encouragement of this manufacture, instead as with others, where the disposition has been to lean overmuch on foreign manufacturers for articles that enter largely into our own consumption. We are possessed of the necessary raw material, and now that wooden rims are the vogue, Canada holds a premier position in this respect.

As with other interests there is an interdependent feature of the manufacture of bicycles that is sometimes lost sight of. Already the bycicle is having its influence in turning peopl's thoughts to the necessity of good roads, a matter that is worthy the consideration of the citizens of any country at any time. Take Toronto, with the congested traffic around about Yonge and King streets at almost any time of the day, and especially at noon and six o'clock. This is going to force bicycle traffic to the side streets, and in doing this it will mean that the side streets will need, in many cases, to be kept in better condition than at present. Nor is the changed conditions likely to come about in this respect in any ways local. country roads are sure to be improved, or the bicyclist seeks the country. This means a growth and extended use of the mineral products of Canada.

The Roman roads of Europe, it is remarked in a recent report of the Ontario Bureau of Mines, which have lasted out the traffic of 2,000 years have taught the street engineer the invaluable lesson that the only sure way to make a good road is to lay a good and strong foundation. Concrete is the street engineer's material for street building, and his chief reliance in the making of it is not in Roman or any other kind of natural cement, but the stronger and more durable Portland. In Toronto during the last five years not less than 150,000 barrels of cement have been used in making concrete for street construction. Unfortunately it is stated on the authority of Assistant Engineer Rust, not more than 4,000 barrels of this have been the native hydraulic cement. The rest have been imported from Great Britain and Germany, but the cement industry in Canada is taking on increased strength. The technical difficulties in manufacture are being overcome, and it may be expected that with the consideration given, to road building, that further efforts will be made by the Rathbun Company, the Owen Sound concern, and others to extend this important industry.

Good roads, which the bicycle is helping to make, means the extension of brick pavement, and within the year Canadian manufacturers have been given increased attention to the manufacture of a vetrified brick specially adapted to street pavements.

So it is that the bicycle will not stop with building up an important industry in Canada within itself, but will prove a stimulus to extending manufactures in other lines. The lesson worth noting is that in all these respects Canada is in a position to meet within itself the requirements, alike in the direction of high class wheels for the wheelman, and good roads for him to wheel on.—Industrial Canada.

Wheat in the Northwest States.

There is a good deal of misunderstanding with regard to the quantity of wheat in the Northwest States, as compared with other years, and much misconception of the actual quantity. It has been reported that the Northwestern elevator company's line contained more than thirty million bushels of wheat, and in some instances that amount has been made even thirty-five million bushels. The facts are, that one year ago, at this time, the principal elevator line companies in the northwest held in their elevators in the interior practically 15,000,000 bushels of wheat on January 1st, and the same lines hold now practically 20,000,000 bushels of wheat. The difference is only 5,000,000 bushels, and to be exact, a little less than that above the quantity held by those same elevator line companies one year ago. By many it has been claimed that the quantity is fully twice that of last year, instead of which, it is only twenty-five per cent. above that of one year ago.

This is no estimate or guess, but it is a statement made upon positive knowledge of the facts. Whether any effort has been made to bear the price of spot wheat on account of what was claimed to be the immense quantities held in interior elevators in Minnesota and the two Dakotas to be thrown on the market, whenever it would be the interest or whim of the elevator companies to do so, there is no doubt that these stories have in a measure depressed prices, although it is not believed that the elevator companies themselves have used estimates for that purpose. They may have been so used by other parties.

This investigation was made for the purpose of correcting the errors and the Market Record has full knowledge of the figures given.

There are various opinions of the amount held outside of these lines in smaller lots, and in independent houses. That might amount to some 4,000,000 bushels to 5,000,000 bushels. But that unknown quantity existed last year and every year. the same as the unknown amount held by farmers.

Minneapolis has in store some 2,000,000 bushels more than a year ago and Duluth and Superior less than a half million more, making altogether about 7,500,000 bushels above last year. This may not be a great quantity considering the wants there are for it, in view of the short crop in the great middle wheat belt.—Minneapolis Market Record.

Available Breadstuffs Supply.

According to a cablegram from Broomhall's Corn Trade News, Liverpool, the quantity of breadstuffs afloat for Europe on January 1 was 29,700,000 bu, against 27,200,000 bu on December 1, and 38,000,000 bu on January 1, 1895. The quantity in store on January 1 was 60,100,000 bu, against 62,200,000 bu on December 1, and 45,500,000 bu on January 1, 1895. Aggregate supplies of flour and wheat in the United States and Canada, on January 1, as reported to the Daily Trade Bulletin and Minneapolis Market Record, equal 181,997,000 bu, against 129,887,000 bu on December 1, and 149,175,000 bu on January 1, 1895. Aggregate supplies in Europe and America at points reported 224,797,000 bu, against 218,787,000 bu on December 1, and 227,975,000 bu on January 1, 1895. The report in full, with some other statistics, will be published early next week.

Dry Goods in the United States.

The movement continues quiet in most departments, although agents are more or less busy delivering spring goods, and jobbers are opening up their new stocks. Cotton fabrics maintain a fair amount of firmness in the face of a limited demand, owing to the position of raw cotton. The latter the first of the year showed 47.1 per cent. advance from the lowest point, while the advance in the price of goods has only been 14.5 per cent., leaving a wide margin against the manufacturer, which will have to be cut down by the goods advancing or raw cotton declining. The cotton marketed to January 1 has been 2,091,166 bales less than for the same time last year, while the visible stock on hand was 778,602 bales less than on January 1, 1895. Printed fabrics are opening well, while ginghams are steady. Dress woolens are quiet with agents, and little new business is coming in. Men's-wear woolens are quiet, but the market is steady. Overcoatings are quiet.—Bradstreets.