

HAMILTON BOARD OF TRADE.

A large attendance of members signalized the annual meeting of the Hamilton Board of Trade, held on Monday last, when in the absence of the president, Mr. W. H. Gillard occupied the chair.

The report of the council, which was adopted, refers to the satisfactory settlement of the grain inspection question, and expresses the hope that when an improved demand sets in, Hamilton may become a more important market for produce than for many years past. Travelling privileges granted to members of the board; improved service on the Northern and North-Western Railway and the total abolition of tolls on Burlington Bay Canal were objects which the board had succeeded in attaining since the previous meeting. Further and persistent application to the Dominion Government for the conversion of Burlington Bay into a harbour of refuge was recommended. Although nothing of an encouraging nature resulted from the visit of the deputation which waited on the Government urging the deepening of the St. Lawrence Canal, efforts will be made to have this important scheme brought before the authorities as soon after the opening of next session as practicable.

The discussion of such questions as excursions to Hamilton, the Colonial Exhibition, a congress of Chambers of Commerce and boards of trade of the Empire, express charges and losses sustained by wholesale merchants owing to country storekeepers' neglect to keep fully insured, resulted to the advantage of the city and the board. That the legislation known as the Northern and North-Western Railway act did not receive the sanction of Parliament is due to the efforts of the board and the co-operation of the city council. The amendments asked for by the promoters were considered to be inimical to the city's interests. Reference was made to the discussion between the C. P. and N. & N. W. Railways in respect of freight rates on the Northern and Pacific Junction Road, and the hope was expressed that members would exercise their influence to maintain Ontario's rights based on her geographical position, and the original intention of the Government when subsidies were granted to both railways. It was pointed out that some such bill as that prepared by Mr. McCarthy would apply in discussions and differences of this nature.

Direct communication with the Canadian Pacific Railway was urged as being not only desirable, but essential to the further progress of Hamilton. The recommendation was made that the utmost exertions be put forth to accomplish the connection of the city northward with Guelph and southwards with a point on the Niagara river near Buffalo. In the words of the report;

"The completion of an enormous undertaking like Canadian Pacific Railway, connecting the Atlantic with the Pacific, must be a subject of satisfaction to the commercial world, which may reasonably hope for the speedy development of many portions of the country through which it passes; and all the more in this case should Hamilton realise the imperative necessity of direct connection with this railway which is practically a national enterprise."

After touching upon other topics of a more or less minor nature the report concludes as follows:

"The general condition of the country is in the opinion of your council slowly but steadily improving. Railway traffic receipts show a

gratifying increase, money is cheap, investments on mortgage at rates prevailing a year or two ago are unobtainable, all which facts prove conclusively that years of economy and bountiful harvest, the country's mainstay, are gradually bringing back to Canada a return of prosperity which your council trust may in some measure compensate for past years of depression."

Before the meeting adjourned, Mr. W. H. Gillard was elected president; J. W. Murton, vice-president, and Mr. Richard Benner, secretary-treasurer. With the exception of Senator Turner, B. Scheuer and J. W. Murton, the council of 1885 was re-elected. These gentlemen having retired, Messrs. Murray A. Kerr, Alex. Turner, T. H. Macpherson, and R. R. Morgan were elected to fill their places.

MANUFACTURING IN QUEBEC.

Some interesting particulars are furnished by a correspondent of the *Montreal Star*, respecting the boot and shoe trade of Quebec. Its rapid extension in late years, he says, is in striking contrast with the decadence of what was not so long ago the principal business of the Ancient Capital. Wooden shipbuilding is now almost a thing of the past, and the timber trade all but paralyzed. A recent investigation into what is now the leading manufacturing industry of the province, reveals the fact that there are to-day in St. Rochs and St. Sauveur no fewer than six first-class, well equipped factories which employ 300 hands each or upward, as many more that employ from 50 to 175, with several smaller concerns making special lines and employing fewer hands. The capital invested in the business is about \$1,750,000; the annual value of leather consumed in the factories \$2,200,000 and the value of the finished product \$3,500,000. Upwards of \$700,000 is annually paid in wages, the number of employees at present engaged in the factories being about 3,000, of whom 1,800 are men, 900 women, and the remainder children under 16 years.

It is also worthy of note, continues the writer, that most of the leather used in the factories is made in Quebec, the total value of the produce of the St. Rochs' tanneries being nearly \$2,000,000. A considerable quantity of Quebec-made leather finds its way to England and elsewhere. The leather industry has grown like the boot and shoe trade, from very small beginnings. Both the tanning and shoe business, are now principally in the hands of French Canadian manufacturers. The only English speaking manufacturers of boots and shoes employing upwards of 250 hands are Messrs. J. H. Botterell & Co., whose well-equipped establishment was described in the columns of the *MONETARY TIMES* some months ago; Jno. Ritchie and J. E. Woodley & Co. The father and uncle of the last named were the pioneers at Quebec of the boot and shoe trade.

FUR-BEARING ANIMALS.

Mr. Wm. Lech, the well-known dealer in furs at Peterboro, has written an urgent letter to Mr. J. Carnegie, M. P. P., respecting the law for the protection of fur-bearing animals. He predicts the ultimate extermination of animals which have been a source of much wealth to the country, if the act permitting trapping and killing from 15th Oct. to 1st May, allowing fourteen days for the disposal of the furs, be not amended. Twenty-five years ago Mr. Lech used to buy, in one season, from \$8,000 to

\$10,000 worth of raw fur that came from the territory back of Peterboro. There were also the Hudson's Bay Company and others who made that town their purchasing point.

"Now," says Mr. Lech, "all this has passed away although the prices of some furs on account of scarcity as for instance Beaver, has increased fourfold, other fourfold, other kinds (?) *otter* more than doubled the price of former years and the trappers, in spite of the high prices obtainable, complain that it does not pay them for their loss of time in hunting. I have talked the matter over with them many times showing them their foolishness in killing the goose which is laying the golden egg; by slaughtering the animals with their unborn young, and they fully agree with me and have promised if necessary to sign their names to any document in support of having the law changed from May the first to March the first, as the beginning of the close season. Nothing but such a change would have the desired result of protecting fur-bearing animals during the breeding season. As a consequence of the shortening of the season there would be the drawback for one or two seasons of a poor hunt, but the gain would soon perceptibly be felt by the increase of animals and more will be caught in a shorter season."

This is an important matter, and one in which the opinion of an experienced dealer, such as Mr. Lech is, should carry with it much weight. His protest is addressed to Mr. Carnegie in the hope that the subject may receive the attention that it merits at the next session of the provincial legislature.

THE MILLINERY TRADE.

"The Spring comes slowly up this way," sang the poet of the Ancient Mariner on one occasion. It might be said with perfect confidence, on reading the circulars of the millinery houses, that the Fall comes early up this way, since circulars relating to the fall trade are already out. The spring season, for Canadian millinery houses, is admitted to have been generally favorable for trade. The season opened early, and the weather proved auspicious. It appears to be the general opinion that the retail trade has enjoyed a much larger and more profitable millinery business than for some years past. It is the experience of Messrs. McKinnon & Co. that, as a rule, goods were bought *as required*. "The result is that stocks throughout the country are as a rule low and in good shape to begin the approaching fall season. Present indications for the fall trade are favorable. If the same prudence and care is exercised in buying as generally characterized the season just passed, there is no reason it should not turn out equally successful." We learn from the circular of the house in question that raw material in woollens and silks manufacture has advanced from five to twenty per cent. in cost, so that goods of this class cannot be repeated at anything like old figures. A suggestion finds place in Messrs. McKinnon & Co's. circular which it is well to emphasize. The paragraph is therefore quoted in full: "We beg to call your attention to a subject which we know from experience has not had the care which it certainly deserves, viz: Insurance. We urge you to carry at all times a proper amount on your stock, and consider the money well spent. The present cost of insuring may seem burdensome, but it is nothing in comparison to what the future loss may be."

The bright prospect anticipated at the opening in March, say Messrs. D. McCall & Co., has been fully realized, and we have heard