

as little about is as possible. The moral effect of the measure on the Tariff Reform movement here will be considerable. On the trade of the country it will certainly have some effect, though not so great or so immediate as may be supposed. Our own machinery of output is so fully employed, and it would in any case take a long time to accommodate British methods and designs to American standards, that we are not in a position to take anything like full advantage of the wider openings the new tariff affords in America. It is recognized that Canada is better situated in this respect than we are. The British industry that is most keenly looking forward to an increase of business with the United States is the wool industry, and Bradford is already preparing to sell its products more generally in the States. From Australia I learn that great hopes are being entertained of the much greater demand in America for Australian wool enabling sheep raisers to get a better price all round. This is an indication of how the reductions in the tariff of America will tend to defeat its expected influence on the cost of living, until, at any rate, the production of raw materials overtakes the spurt induced by the greater demand.

FROM THE HEAD OF THE LAKES.

(Special Correspondence Journal of Commerce.)

Fort William, Ont., Sept. 22nd.

Wheat is beginning to pour into Fort William from the west at the rate of about 600 cars per day. In a week or ten days this will be increased to about 1,200 cars per day, which is practically the limit of the terminal facilities at the head of the Lakes. It is expected that the rush will continue until the close of navigation. The Lake Shippers' Association have announced that shipments outward for Buffalo, N.Y., will start within a week, and a steady stream of vessels in the grain carrying trade will continue to the end of the season.

It is probably not generally known that the grain storage elevator capacity of Fort William-Port Arthur has now reached the enormous amount of 41,935,000 bushels, and ranks second among the cities of the world as a grain storing center, exceeded only by Chicago, Ill., with elevator capacity of 45,260,000. With the additional elevators now under construction and other projected at the Canadian head of the Lakes, it will be a matter of twelve or eighteen months before Fort William-Port Arthur will have the distinction of being the largest elevator storage center in the world.

The Board of Railway Commissioners for Canada at a sitting in Ottawa September 16th, granted permission for the Grand Trunk Pacific Railway Company to construct a double track branch line from its main line at Empire avenue, Fort William, northward on what was formerly known as James street, thence easterly along the city limits to Thunder Bay. The new spur track will be over three miles in length and will open up and serve a large industrial area as well as giving the Grand Trunk Pacific Railway access to the new Government elevator.

The official report of the Department of Lands, Forests and Mines for the year 1912, recently issued, announces that 488 families of new settlers took up land in the Thunder Bay district. The local representative of this department, in an interview a few days ago, stated that the homestead entries for the present year would be much in excess of 1912 and would probably reach between 650 and 700 entries.

KILLING BY PROXY.

It is related that the negroes were once greatly excited in Johannesburg, South Africa, over a rumor of a Kaffir uprising. One woman said to her black servant boy:

"You wouldn't kill your missus, would you?"

"Oh, no," the boy replied; "boy next door kill you, and I kill his missus."

NEW INDUSTRY FOR MEDICINE HAT.

(Special Correspondence Journal of Commerce.)

Medicine Hat, Alta., Sept. 19th

Construction work has started this week on the foundations for the new factory here of the Saskatchewan Bridge and Iron Co., Ltd. The first building will be 300 x 130 feet and forty feet in height, and will be construction of steel and iron. About \$150,000 will be expended in the plant, which will require some 150 tons of steel for the buildings alone. The company's output will consist of structural steel and heavy general bridge and construction work.

For nearly two years this concern has been operating at Moose Jaw, and the business has increased so rapidly that more room was required, and the decision was arrived at a short time ago to build a new plant at Medicine Hat, where more economical manufacturing could be done and where it would have ample room for expansion. Arrangements were made with the city for certain concessions and for some time past work has been prosecuted on the spur track to the site of the new factory, west of the city. When in full running operation, the company will give employment to 150 men, and there is little doubt but that this force will be increased, owing to the increasing demand for the products of the concern. Operating here at a cost of twenty per cent. less than in Moose Jaw, George Harrison, the manager, is confident that the company will do much better here than in the Saskatchewan City, especially with the increased call for the output all through the prairie provinces.

The Saskatchewan Bridge and Iron Co. has a capital of half a million dollars.

SULPHUR PRODUCTION IN UNITED STATES.

According to the latest returns, the United States has replaced Sicily as the greatest producer of Sulphur. In 1912, the United States produced 303,472 long tons of sulphur valued at \$5,256,422. In the past dozen years, the increase in the sulphur production of the neighboring Republic has been somewhat phenomenal. In 1900, she produced 3,147 tons, while the imports during that year amounted to 167,696 tons, all of which but 1,000 tons came from Sicily. At the present time, Sicily sends but 8.7% of the sulphur consumed in the United States, Japan sending over 91% of the foreign sulphur. The United States sulphur supply comes very largely from Louisiana, although Nevada and Wyoming also contribute some to the total production.

PROMOTION FOR MR. JOHNSON.

Mr. Charles F. G. Johnson, who has for the past fifteen years been connected with the Lubricating Oil Department of the Imperial Oil Company at Montreal, has been transferred to the General Manager's Office at Sarnia, Ont., and will leave for the latter city on the 29th inst. Mr. Johnson is President of the M.A.A.A. Camera Club, a Life Member of the Montreal Amateur Athletic Association, and a Member of the Montreal Caledonia Curling Club and the new National Club of Montreal. He was born in St. Paul, Minn., but came to Canada with his parents when a few months old, and received his education at the Sorel, Que., Grammar School and the Montreal High School.

SAVING THE COUNTRY.

Col. Sam Hughes goes on his way making Canada safe from the foreign invader. Three Ontario villages, Millbrook, Orono and Blackstock, having a combined population of 1,250 souls, are each to be blessed and protected with a drill hall, costing altogether \$30,000.—(Grain Growers' Guide.)