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plication.

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Hamilton, Ont.

Since the Canadian manufacturers have worked up whatever export trade they have wholly on the merits of their goods, they are to be congratulated on the position they have secured for their products.—The Globe.

BONDED GOODS IN TRANSIT.

The Department of Customs has had submitted to it for its approval by the Treasury Department at Washington a new regulation governing the transmission by rail of bonded goods from one part of the United States to another, passing through Canadian territory. Heretofore it has been the custom to send such goods in closed cars, which were sealed, for transit through Canada, by the United States Customs officials at the point of shipment, and on entering Canada these cars were likewise sealed by the Canadian Customs officials. Many of the railway companies in the United States have represented that it is not always convenient to get carload lots, and it is now proposed to allow the transit of part car-lots through Canada, provided the packages are properly sealed before entering the Dominion. The Department of Customs has intimated that it sees no objection to this regulation.

**PINE TIMBER IN INDIAN
RESERVES.**

The Dominion government has issued an order-in-council providing that all licenses to cut pine timber on Indian reserves, issued on and after April 30, 1901, shall contain a condition that all such pine shall be manufactured in Canada. The regulations go farther than the Ontario act, inasmuch as they impose a condition that all licenses to cut pulp timber, issued after April 30, shall contain a provision that such wood shall be manufactured into merchantable pulp or paper, or into sawn lumber, woodenware, utensils or other articles of commerce or merchandise, as distinguished from the said spruce or other timber in its raw or unmanufactured state, and to ensure prohibition of the export of pulp wood, it is declared that the cutting of spruce or other soft wood trees, or timber suitable for pulp or paper, into cordwood or other lengths, is not manufacturing the same within the meaning of this regulation.

CANADIAN PIG IRON.

The arrival in the Clyde, at Glasgow in fact, of a cargo of 3,500 tons of Canadian pig iron has aroused much interest in the iron trade of Great Britain. Following so closely as it does upon the veritable flood of crude and finished material from the United States, it has been the cause of much discussion as to the future of the iron trade not only of Great Britain, but of this country as well. The facts seem to be that this iron, which was made at Sydney, C.B., paid a freight of 10s. per ton, and incurred other charges of 5s. per ton, mainly because of payment by the Canadian government a bounty of 20s. per ton, and the profit in the transaction even with this bounty is, owing to

present prices of iron in Scotland, a very small one. What is of chief interest to the British trade, however, is that the shipment marks a reversal of the usual current of trade, in that Canada usually takes about 10,000 tons of British iron in addition to that imported from the United States.—Bradstreets.

J. E. Molleur's underwear factory, St. John's Que., was destroyed by fire June 12. Loss about \$40,000. Mr. E. Morin, who occupied a portion of the building as a stocking-knitting factory, sustained a loss of about \$2,000.

**THE CANADIAN
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**Cottonades, Tickings, Denims,
Awnings, Shirtings,
Flannelettes, Gingham,
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Cotton Blankets,
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One 24 Spindle Bancroft Mule.
One 24 in. G. & Mc. Picker. One Cone Duster.
One Fraser's Card Grinder. One Yarn Spooler.
One 60 Spindle Fly Twister.
One 108 in. Crompton Cone Loom, 4x4 box, 4 harness.
Two 92 in. Faisey " " 4x4 " 24 " "
One 48 in. Gilbert " " 3x1 " 4 " "
One 48 in. " " " 1x1 " 4 " "
One Broad Warper and Beamer.
One Bobbin Winder.
Two Broad Up and Down Gigs.
One Rotary Felling Mill. One Cloth Washer.
One Yarn Washer.
With Spools, Bobbins, Tools, etc., etc.

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