

THE NEW FURNITURE COMPANY.

The "Canada Furniture Manufacturers," is an enterprise which is calculated to remove one main obstacle which in the past has hindered the development of manufacturing in this country. Under modern conditions, no amount of mechanical skill, nor individual energy, nor business talent can overcome the various difficulties created by the absence of adequate capital for carrying on and extending a manufacturing enterprise. It is on record, for instance, that, up to 1835, the fenders made in England were clumsy, unsightly, inartistic. In that year a mechanic designed and made one as a present to Princess Victoria. It was an entirely new departure. For years afterwards, this ingenious man worked away making a few fenders of a new class. Then a capitalist caught the idea of there being a fortune in the trade. He took the mechanic into partnership; built a factory; got out books of designs; sent out a traveller; and to-day, the business so started is, of its class, the largest in the world. The Canada Furniture Manufacturers will bring capital, with all its developing resources, into the trade. The business will make a bid for a good place in foreign markets by offering the special classes of goods in demand, and by keeping in close touch with buyers. Having capital on hand and at command there will be no pressure necessitating the sacrifice sales which have depleted the finances of some firms and injured others by severe competition. The company intends to make various classes of goods to meet the wants of different kinds of customers. The management will combine push with prudence, and will fish for business in any waters where it is likely to be caught.

Having secured 75 per cent of the factories in the Dominion, with a prospect of others, the new organization starts with a very extensive connection amongst furniture dealers all over Canada. The experience and skill of the oldest and shrewdest manufacturers of furniture are secured for the service of the Canada Furniture Manufacturers, which begins its career under the most promising conditions and auspices.

Prospectuses and forms of application can be obtained at the office of the Company, and from Messrs. R. Wilson-Smith, Meldrum & Co., Montreal, and Pellatt & Pellatt, Toronto.

WINTER NAVIGATION OF ST. LAWRENCE.

Although the feasibility of keeping the river open all winter between this city and Quebec, is a very prominent topic at present, it is by no means a new one. One of the best known of civil engineers in Canada prepared a paper on this subject nearly thirty years ago in which he committed himself to the opinion that the St. Lawrence could be navigated all the year round, if the requisite outlay was made for the winter service. On that outlay hinges the whole

question. If the winter service from here to Quebec by the river did not pay, after an earnest trial, the scheme would fall through, as it has no prospect of being established on any other than a strictly commercial basis. It would have no claims to financial aid from the government, and any appeal for a subsidy from this city or Quebec, would be very vigorously opposed by the railway interests, whose winter traffic would be greatly lessened if the river were open.

It is confidently affirmed also that the dwellers on, or near the shore of the river would be up in arms in opposition to the channel being kept open in winter. They, for generations, have been accustomed to utilize the river, when frozen over, as a public highway running from the north to the south shore. The ice bridge facilitates communication between the settlements along the St. Lawrence. At one time this was a most valuable convenience for the exchange of products, and for social purposes. But, since the construction of railways, along both banks of the river, by which all local freight is carried into market, and rural passengers can be conveyed to cities and towns, there is not so great a reliance placed on the ice bridge of the river as in former years. The dwellers on each side of the channel which is proposed to be kept open in winter would enjoy the opportunity it would afford of moving up and down between different points on the St. Lawrence, as they do so freely on the summer boats. A company is reported to have been organized to build steamers for and to operate a line of vessels to run all winter between here and Quebec. They would each travel half the route, exchange freight and passengers at a point mid-way, probably Three Rivers, and return to Montreal or Quebec. This would give the ice-king less time to lay his sceptre over the channel blocking the passage of vessels. The winter channel would, we believe, be of like use for carrying freight to a number of river-shore towns. Many of them are very difficult of approach, owing to shoals near their wharves, as at Vercheres and Varennes. But this ought to be overcome by temporary sheds on the ice in the middle of the river. The situation such an enterprise would create would be a highly extraordinary one, as it would practically be the monopoly of the entire river from here to Quebec by one private navigation company. If such a company opened the river by its ice-breaking boats, the channel so made would be free to all other vessels, no monopoly of the St. Lawrence could be established, or recognized by the authorities. But, the width of the channel made for these winter boats would be only of sufficient width for their passage, with a space cleared at one point for the vessels to turn in order to commence the return trip. Thus the new steamers would practically create their own course and monopolize it. We presume the promoters of the alleged scheme have investigated the busi-