



ESTABLISHED IN 1880.

Published on the First and Third Fridays of each Month

BY THE

Canadian Manufacturer Publishing Co.
(LIMITED)

ROOM 66 CANADA LIFE BUILDING, KING ST. WEST, TORONTO

TELEPHONE - 1274.

FREDERIC NICHOLLS, *Managing Director.* J. J. CASSIDY, *Editor.*

J. C. GARDNER, *Business Representative.*

SUBSCRIPTION. - - - \$1.00 per year

ADVERTISING RATES SENT ON APPLICATION.

OFFICERS OF THE
CANADIAN MANUFACTURERS' ASSOCIATION.

- | | |
|------------------------------|--------------------|
| President | W. K. McNAUGHT |
| First Vice-President | JOHN BERTRAM. |
| Second Vice-President | P. W. ELLIS. |
| Treasurer | GEORGE BOOTH. |
| Secretary | J. J. CASSIDY. |
| Chairman Executive Committee | FREDERIC NICHOLLS. |

OFFICE OF THE ASSOCIATION:

Room 66 Canada Life Building, King Street West, Toronto.

"INVENTIONS."

"INVENTIONS" department of the CANADIAN MANUFACTURER is devoted to the interests of inventors and patentees of inventions. Patents are granted in Canada for fifteen years, the Government fees for which may be paid in instalments. Arrangements have been made by which the issue of all patents by the Patent Office at Ottawa, are promptly noticed in this department, and a brief description thereof given; and this will include not only patents but Copyrights and Trade Marks and all renewals and extensions thereof. Enquiries on these subjects are invited and will receive prompt attention. No charge will be made for answers by mail when return postage is enclosed. Information given free regarding patent laws and the obtaining of patents in Canada, United States, Great Britain and all foreign countries. The attention of manufacturers is specially directed to the opportunities for lucrative business which may be acquired by close observation of this department.

WROUGHT SCRAP IRON.

A CORRESPONDENT of the Montreal Herald who signs himself "An English Importer," finds fault with the Canadian tariff on iron because, during the past winter, pig-iron was carried from Glasgow, Scotland, to London, Ontario, at fourteen shillings (under \$3.50) per ton, and that the steamship which brought the iron across the ocean did not receive \$1 per ton for the service. Instead of this fact being an argu-

ment against our iron duty, it is a very strong one in favor of increased duties, and it also shows that our railroads will do more for strangers than for our own people. Coming to Canada in the winter, the port of arrival of the Glasgow steamer must have been Halifax or St. John, or perhaps Portland or Boston, for she could not reach Montreal. Without weeping many briny tears over the fact that this steamer received less than \$1 per ton freight, we are interested in learning that the railroad charge from the seaboard to Western Ontario for this Scotch iron was only about \$2.50 per ton, which, if the freight had originated in Canada, say at New Glasgow, would have been not less than twice that amount, or \$5 per ton. It is doubtful if a car load of iron made in Nova Scotia or New Brunswick would be hauled to Toronto, Hamilton or London, for less than \$5 per ton, and yet the same railroad will haul the same sort of freight over the same route for half the money if it comes from across the sea. As we have heretofore shown thousands of tons of wrought scrap-iron are brought from abroad into Canada at freight charges which probably pay very little more than the cost of handling, with the result that about all the bar-iron made in Canada is of very inferior quality and entirely unsuitable for many purposes, forcing these who require really good iron to import it from Great Britain or the United States. This status exists because the import duty on wrought scrap-iron is only \$2 per ton. The duty upon bar iron, however, is \$13 per ton, and the approximate price of merchant iron in Canada is \$40 per ton. It is not to be expected, therefore, that any really first-class puddled iron will ever be made in Canada under these circumstances. With a higher duty upon wrought scrap-iron—say \$7 or \$8 per ton—much of the pig-iron now made in Canada would be manufactured into puddled bar instead of being cast into water and gas pipes. As it is our furnaces are handicapped, first by the low duty on pig iron, second by the ridiculously low duty on wrought scrap, and third, by the low rates of ocean freight on all forms of iron. Wrought scrap is a manufacture of iron advanced a process beyond cast iron. According to the ethics of protection the duty should be higher on the article upon which the greater amount of labor had been performed, and this should impose a higher duty on wrought scrap than on cast iron. But the duty on wrought scrap is only half that laid on pig-iron. How is it possible then that puddled iron should be made in Canada. The rolling-mill men have a bonanza while the furnace men starve. A duty of \$8 on wrought scrap could not increase the cost of scrap bars to consumers, but the rolling mill men would fight against the advance being made, but they could stand it nevertheless, and with higher duties on both wrought scrap and pig-iron the output of our furnaces would be manufactured into puddled bars instead of into cast iron goods.

Increase the duty on both wrought scrap and pig-iron.

MISUNDERSTANDINGS.

WE have before us a letter written by a prominent manufacturer of Toronto, in which he gives his views regarding the N.P. He shows what he believes to be some of the incongruities of it, and suggests remedies which he thinks would make the system all that it should be. He is the head of a large