

the effort to hold their trade and keep their mills running, Canadian woolen manufacturers have cut prices extensively, and in many cases have run at an actual loss. Another point brought up for argument by upholders of the present tariff arrangement, namely, that the value of imports has not increased very materially after all, may be met by the counter-argument that the quantity of those imports has very materially increased, but that, owing to the considerably depreciated prices in that line of goods, the aggregate value has shown no very marked increase.

DOMESTIC TEXTILE MANUFACTURES.

One of the most pleasing features of the past year in the dry goods trade has been the increased call for dress and other goods of domestic manufacture. Lines of woolen goods of finer grades which, at one time, were always imported, are now made at home, and what is more important, they have made a name for themselves. This applies more particularly to ladies' dress materials, but in considerable and increasing measure to men's clothing as well. In many lines, now, these home productions are fully the equals of the imported article in fastness of dye, style, durability and all essential points. So well known are Canadian woollens becoming, even at outside points, that it is not too much to say that within the next few years a considerable export trade may be expected to spring up.

Canadian cotton mills at the present time are very busy—engaged, to a large extent, on orders which have been in hand for some time past. Sheetings, flannelettes and grey and white cottons especially are in very keen demand, and the manufacturers are a little behind in deliveries, though working as hard as they can go. One feature of the situation is the smallness of offerings of cotton goods from across the line, owing to the heavy domestic demand there. Prices continue very firm both here and there, and this, of course is having its effect.

MINING IN THE KOOTENAY DISTRICT.

It is agreeable to find, among the columns of mining gossip and stock-jobbing rubbish that so often pervade Canadian newspapers, an occasional utterance about mining matters that indicates knowledge and sanity. We have been attracted by some sentences in the interview of Mr. S. H. C. Miner with a correspondent of *The Toronto World*, at Grand Forks, B.C., under date 3rd October. Mr. Miner, who is an Eastern Townships man, is largely interested in what is known as the Granby smelter at Grand Forks, and in mining properties thereabout, and he is said to have had experience in American mining operations in former years. He tells the *World* man that in his opinion British Columbia developing by regular and proper methods of procedure will be all right in time, so far as its mining interests are concerned. Said he, emphatically, "The days of 'fakes' are practically over. True development and equipment, properly done, will ensure the future of the province with its enormous bodies of low-grade ore. But honest work must be done, instead of 'playing the stock market' and leaving the mines to take care of themselves."

This is good sense, and it needs to be taken to heart by many foolish people who are still venturing their money in so-called mines on the strength of the stories told by an ignorant prospector, or a fake expert, or a "slick" broker. Referring to the great quantities of copper and gold ore in the Boundary country, Mr. Miner dwelt upon that fact that they are largely low grade, that to mine them profitably one must have cheap freight, cheap smelting and the latest labor-saving devices. "Economies effected each succeeding year, as the result of experience will," he says, "go a long way towards making mining in the Boundary not only a paying but a very profitable industry." How different are such sober statements from the rose-colored trash with which some correspondents or company-formers are perpetually filling the pub-

lic ear. It does no good to British Columbia to overstate or to misstate her mineral wealth. She is a richly endowed province, and deserves to be, as we trust she will be, a prosperous one. But to blow bubbles or make up sparkling lies about the actual conditions and the immediate prospects of her mining activities is to do her injury in the minds of sensible and solid people at home and abroad, who are the class she needs vastly more than she needs moneyless, conscienceless speculators.

A VISIT TO THE SAULT STE. MARIE INDUSTRIES.

FIRST PAPER.

"So you have been at the Soo, have you?" said a breezy fellow-townsmen, as the writer reached home the other day from a trip north. "Well, and what do you think of the works?" The same question has been put, no doubt, to many a visitor; and if it was found easy to answer, this experience was not that of the writer, who was one of a group of passengers by C. P. R. steamer from Owen Sound one Tuesday, landing on Wednesday in the lock of the American canal at the Sault. It may naturally be asked by stay-at-home folk, just here, why not the Canadian lock? And they might also ask, as we did, why did our vessel take the American channel up the Ste. Marie river and not the Canadian? The answer to both enquiries proves disturbing to the complacency of any loyal son of the Dominion. We took the United States channel because it gives twenty feet of water, while the Canadian gives only fourteen and a half, and our steamer was drawing fifteen feet. The American lock was preferred because, although the Canadian one is in every respect admirable, the approaches to it are imperfect, in other words dangerously faulty. Why, when we have gone to the expense of a modern and commodious lock, fit for the 400 and 500 foot steamers that now carry so large a part of the Lake Superior traffic, we should leave the approaches in such condition that deep-draft steamers will not risk themselves in them, is a question that the Ottawa authorities might with propriety be desired to answer. If it is worth while—and it is worth while—to build between two great lakes a canal, boasting a lock of which the Government and the people of this country are justly proud, it is assuredly penny-wise policy to stop short of making the rest of the Canadian canal worthy of the lock.

But this paper is intended to be a series of comments on the industries to be seen at the Canadian Sault, and the remark upon the canal between Lakes Superior and Huron is but an incident by the way. Being so fortunate as to fall in with a man who had lived for a dozen years on the Ontario side of the river, we used the immemorial privilege of visitors and asked questions—questions as to the growth of the place, its population, its civic arrangements. One vivid fact elicited was this, whereas in 1896 a building lot 33 feet by 100 in the town brought an average price of \$25, such a lot is now worth \$120. What has wrought the change? The industries established and in progress whose authors are the Clergue Syndicate, as it is popularly called. For the information of those who read with care the daily papers one does not need to give a list of these. Nor shall I venture upon a statement, even if I possessed it, of the dimensions of all these huge stone structures of the consolidated companies, and the millions expended upon them. Such a register would tax the memory of a George Johnson and the comprehension of a Brunel.

When the advance-guard of the syndicate, on the lookout for water power upon a large scale, reached the Sault in 1894, or thereabout, the town authorities of Sault Ste. Marie, Ont., had constructed a power canal with which to operate electric lighting for the town, and a debt of \$180,000 had been incurred by the municipality in so doing. Among the first things the Syndicate did was to acquire this power; and it is worthy of note that they made no grasping bargain with the town, but recouped all that had been expended, dollar for dollar. From this beginning they went on enlarging the canal and increasing the power, until there are 42 water wheels of 400 horse-power each, in use now, and sufficient head "harnessed" for thousands of horse-power more. While