

stated that ninety per cent. of freight between Manitoba and Lake Superior is eastbound. Low grades mean large trains and cheaper cost of moving freight.

Mr. Mann made the statement that while they expected to get their share of the great crops Manitoba and the Territories would raise in the future, they believed the earnings from the hauling of iron ore would be still greater. Forty miles west of Port Arthur the road enters the Mattawin iron range, south of which are the Green-water iron properties. South of Kashaboiwe are the Round Lake copper mines, while at Shebandowin Lake a number of gold properties are already being developed. Probably the largest metal deposit is the Atikokan iron range, along which the road runs for ten miles, and at no point more than 900 feet from the base of the hills. This is stated to be the largest iron range in Canada. It has been known for twenty years, but has been undeveloped because of lack of transportation. Diamond drills are at work, and have already disclosed a large and rich body of ore. At Sapawa, the McKellar property has a tunnel 350 feet into the mountain, showing the ore to be high grade. North of the Atikokan are the Saw Bill and Hawk Lake gold properties. At Seine River the pine limits begin, and by this line the limits at Hunter's Island to the south. The lower Seine valley contains a number of gold properties which have not been worked, owing to the lack of transportation.

Then in the Rainy River basin the road passes through some of the richest farming land in Canada, two stretches forty miles long each will, it is estimated, produce two million bushels of wheat each per year.

There are long steel and masonry bridges on the line over the Rainy River and over the Red River. The bridge over the former is 1,080 feet long, of four fixed spans of 180 feet each, and one swing span of 360 feet, giving two clear openings of 160 feet for navigation. This is designed to carry the heaviest rolling load of the Dominion Government standard. The bridge over the Red River is of 932 feet length, with a swing span of 168 feet. All told, between Port Arthur and Rainy River there are 204 bridges, with a total length of 10.37 miles. At one place, near Rainy Lake, there is in 15 miles, a total of 13,900 feet of bridging. East of Winnipeg the line runs from 50 to 100 miles south of the Canadian Pacific Railway, while west of Winnipeg, the line will run roughly about 200 miles north of the Canadian Pacific Railway, so that the two roads draw from different territory.

The shipping and terminal facilities of the Canadian Northern include ninety elevators in Manitoba, and an elevator of a million and a quarter bushels capacity at Port Arthur, making a total elevator capacity of three and a half millions.

EDITORIAL NOTES.

Mr. Paul Jarvis, recently of Buffalo, N.Y., has been made Secretary of the Toronto Board of Trade.

Farm Machinery, St. Louis, Mo., of which C. K. Reifsnider, otherwise "Eli," so well-known to the trade, is editor, in its special holiday edition displays some new features which indicate a degree of prosperity which, no doubt is as well deserved as it is gratifying. Among the new features are views of the residences of many of the prominent manufacturers of farm machinery in the United States, half-tone portraits of them being also shown. There is also an enlargement of the size of the pages made necessary by the growth of advertising patronage.

Mr. E. A. Wills, who for many years and in the most acceptable manner filled the position of Secretary of the Toronto Board of Trade, has severed his connection therewith to better his fortunes in connection with one of the many enterprises of Messrs. Hiram Walker & Sons, at Walkerville, Ont. The very best wishes of all who know Mr. Wills will follow him; and none will miss him more than those who knew him best, particularly in connection with his duties as Secretary of the Board of Trade.

The tendency of manufacturers to use circular letters in place of space in trade papers is the result of a wrong idea of the value of a good name. The right kind of a trade paper is the adviser of its readers—it helps them over the hard places in business; it gives notice of new things, and makes a relentless fight on fakes and fakers. It is, first of all, the friend of its readers. This gives an implied good name to every advertiser. The business relations between persons introduced by a mutual friend are more cordial than those who meet because of the forwardness of the one who has something to sell. The trade paper will introduce any manufacturer or jobber to the class of business men he wants to reach. The introduction coming in the nature of an advertisement does not materially lessen the value of the introduction.—Canadian Druggist.

The revenues of the Dominion for the month of December were \$2,569,015, as against \$2,310,410 for the corresponding month of the previous year, an increase of \$258,604. For the six months ending with December 31, the revenue from customs was \$15,846,692, compared with \$14,613,051 for the corresponding six months of the previous year, an increase of \$1,251,640. The custom collections at the port of Montreal for the calendar year, 1901, amounted to \$9,465,643, against \$9,054,586 for 1900, an increase of \$411,057. The customs collection at the port of Toronto for 1901 amounted to \$5,507,254, as against \$5,406,000 in 1900, an increase of \$100,959.

In our December 20 issue allusion was made to the bounties being paid by the Dominion Government to the manufacturers of iron and steel, which matter has recently come into the control of the Department of Trade and Commerce, of which Sir Richard Cartwright is minister. We are in receipt of a letter from Mr. W. G. Parmelee, Deputy-Minister, who informs us that while our item is substantially correct, a wrong impression might obtain in our statement (referring to the Dominion Iron & Steel Works, at Sydney, N.S.), that that company would be entitled to a bounty for steel, 50 per cent. of which is scrap. The law reads, says Mr. Parmelee, that bounty shall be payable on all steel ingots manufactured in Canada, etc., "from ingredients of which not less than 50 per cent. thereof consists of pig iron made in Canada." In fact, he says, there is always very much in excess of 50 per cent. of Canadian pig iron in the steel manufactured in this country. Mr. Parmelee has recently visited Hamilton, where he had been on the same errand in connection with the Hamilton Steel & Iron Co.

The Farmer's Advocate, published at London, Ont., is not the official organ of the Canadian Manufacturers' Association, nor is Editor Weld a member, but it does us proud to learn that the most effective, unique and characteristic cover of its Christmas edition was the work of a Canadian artist. It does us proud because the Advocate, while not specially devoted to the development and encouragement of Canadian artistic talent, does not go to a foreign country and pay a foreign