cinarias ni different pouss. The tilobe re-fuses to recognize the fact that the N i', by creating the sugar refluences where only by ereatisk nationally multicitying cotton tactories, etc. at an association rate, has done comething princeworthy. Gince it wasts an entirely new industry, never better attempted in Unnada, we recombined the attempted in the house of the state of the editor to vielt the brass fastory at the entior to visit too brass ration at the Mouston. A Halifax gentlemen, at the bead of a large hardwate house, visited the establishment a short time ago and the establishment as about time ago and was surprised to inid that such goods were manufactored in Canada, much less in the Maritime Provinces and large order-from his house that formerly went across will be the result. This is a new industry will be the result. This is a new industry to every sense of the wo. There are other hass factories in Uanada it is tree, such as the Globe establishment, but non-to tarn out the lines of goods made at the Moncton factory. It is the only establishment of the kind ever known in Uanada it to en ablished as the result of the da it is es ablished as the result of the National Policy, and what is best of all it can turn out gnods at a large profit, at the prices quoted by the Connecticut factories, less the fluty. Will the Glike make a note of this? a note of this?

NATIONAL INDUSTRIES.

IThe Indiagram World will be pleased to receive items of news from its readers in all parts of the country, for publication in these columns It will take but a few minutes time and a portal card to acquaint us with what is going on in your neighbourhood, and we will lways find room for all feet imate communications, which must be accompanied by the writer's name as a guarantee of good faith]

KINGSTON'S LOCOMOTIVE WORKS

The King-ton Locomotive works were started upwards of twenty-three years ago by the Inte James Mort in, and after many vicissitudes and luasy losses to the various sharehilders, they have inally fillen into the tands of the present holders, known as The Cau-dian to emotive and Engine Company, imited in spite of the N. P. the gentlemen at the head of this company have shown their couldence in this branch of industry by

EVALUATION THE ESTABLISHIVATE

to its atmost limits and in re-sing the number of its workmen to a point never before attained. In April last, wh n they assumed control, 120 mm were employed Now the number upon the pay rull exceeds 300, and fully 100 more inichanics (fitters, machinista and tlacksmiths) are wanted. A new workshop 324 feet long by 60 feet wide, and two storeys blah, has been erected, and the the old shops have been repaired and improved, so as to afford better vent'lation, light, and air. All the buildings, both eld and new, will be heated by atoms pipes, and the entre premiers will be lighted with ges. New machinery, costing upwards of \$50,000 h s been ordered during this aummer, and will be put in place in a few weeks when the new workshop liss been finished. Large and powerful steam hammers have forn purchased, and furnaces will be built which will enable the company to produ a the largest class of forgings required in the construction of locumotive engines. It is creditable to an company that they have ordered most of the mechinery from Canadian manuf . turers. We are informed that Mesars, McKechnie & Bertram, tool and me linery makers of Duudas, have looked for these works the largest order they have ever taken from any one firm, and it is satisfactor; to know that Mr. Gorman, the experintendent of the works, ex-presses himself as well pleased with the mebinery they have thus for delivered. When all the improvements which are now being vigorously pushed are com-pleted, this establishment will be able to turn out at least a locomutive a week. and if the demand warrants it, this out-put can be increased to three per week, which is equal to about 150 engines per year.

THE STANDARD ENGINE.

The company has already turned out and delivered to the Credit Valley Maliway C mpany three out of eight new presenger engluse new bilng built for them, and expect to deliver to remaining five between this and New Year. The engines are of the type known amongst railway men as "The American, and will hereafter be known as "The Standard English of these works.
They have four coupled driving wheels, and a four whosled truck of the lateral metion principle under the front end which enables the starpest curves to b passed without difficulty. The cylin lers are sixt on incres in diamet r, and have a stroke of twenty-four inches. The driving wheels are five feet uine inch # in diam tr, and the greatest possible care has been exercised in bilancing them on account of the high spied at which the engines are intended to be run. They are dited with all the most motern improvements, including the Wes inghouse automatic link, and weign, excusive of the t nd. r. 70,000 pounds. The instrint used in the construction of these engines is of the very bost description. The tollers are made entirely of steel, and were tested with a pressure of nearly 200 pounds per square inch. Wrought from and atom there been largely sub-tituted for east fron Inorder to combine lightness with stren. th. The workmenselp is equal to that upon any engines built upon this conti cut. The company has procured at considera ble expense a complete set of g uges and standards, from which all the linportant parts of the engine are shaped and finished, so that simi ar parts will a pp sed there may be what is called a fit all engines of the same class. Rall- "chimney" of ore there,

erament for the establishment of such in- way managers and superintendents are The Gloucester Mining Company have well aware of the important advantages temporarily suspended operations. Their and gives practical evidence of his ability to produce an elegantly propor though engine, and at the same time engines delivered to the Credit Valley Radway Company are intended to run proval their competency to discharge; this action by early attaining a speed of over a mile a minute upon their trial tilp

AN ENERGETIC COMPANT

The present company has alteplayed an energy au has line never been equalhed by any of the former proprietors of these works. Firm in the biller that as good a locomotive engine could be built in Canada as in any other part of the world, provided proper me hinery, ma-t-rial and workings hip were employed. it las spared nother exertion nor expense in procuring all. The company is to be congratulated upon the plack displayed in reanimating an industry which certainly is the greatest that the lime-tone city can boast of

CHARCOAL IRON. The extensive deposits of iron in the

Ottawa valley continue to attract the attention of American capitalists, and we see in the near future prospects of a vast development. Only list week Sir. President, of Philad-libia, the S cretity of the Charcoal Iron Workers Association, visited Ottawa to officially investigate the mines in this neighbourhoud, and to ascertain what facilities a o offered for the erection of blass furuaces and the manufacture of chartout from. On Saturday he left for home, feeling perfectly actonias il at or only the quantity but the quality of the ore. In a short time he will make lile to port to the United States Clovernment, and from the manuer in which he expressed himself we are led to believe it will be a fair and impertial oue. It has often occurred to us that our capit tallets have not taken that interest lo the development of the ratied featurers in this district that they should is abundance of capital which might be furested if a few enterprising citizens, men of reputation and known integrity. would only make an effort to put it into circulation. If we are to prosper our money mu t not all to locked up With the natural advantages, unlimited water power, c-utial position, and water power, control position, and ratiod resources, Gitaen should read the van in the marca of progress and pros-In the ludgetty we mentioned perity there is no reason why the necessary Capital civild not be abtained to oreblast furnaces for the manufacture of charcoal iron. This industry has advantages that few others possess. The market is not confined to Canada, certain sines being saleable in the United States and Great Britale. The latter now imports her from principally from Sweden, and a careful salimate has shown that it can be menufactured here as cheaply (if not cheaper) as in the den There is abundance of fuel, unlimited ore, and guard means of transportation. The only other resential processry is enterprise. In the matter of fuel, it is estimated that 40,000,000 feet of lumber is wasted annually in councilon with the mule in and around Ottawa. The sawdust could be utilized in the turnsors and the refuse converted into observal. With such advantages Ottown must certainly some day be a great manufacturing central and it is a duty we nee to ourselves and to posterity to precipitate it as much as possible. - Ottobe Crium.

E GLOUCESTER SILVER MINES

The work of sinking shafts and developing the silver mines on the Nigaduo, Uluncester County, is still carried on, Ithough it has b en somewhat custailed owing to the difficulties which attend operations of that kind in the winter main. It was at one time supposed the two compenies were going to amalgamate and operate together, but from a I we can lourn this has not been effe ted. The Nigadoo Mining Co. have reduced the number of mon at work in their mir w to three, besides the cook and manager They have their shafe sunk now to a dep is of nearly 50 feet, following the d scent of the vein. For 35 feet or thereshout the dip of the vela is nearly perpendicular, below that dipth it in-clines to the south at an angle of 75 do-The vein walls groes with the horizon are till well deflued, and maluale the s me width spart as at the sur ace, which is about 8 feet, and are coased with the -testific, putry-like min-ral occuliar to The vein-stone or ro k filling the yeld, likewise preserves the same liameter as at the surface, that is to say, it consists of a greent-h magnesian limestone; and the quantity of ore om-bedied in it does not appear to have inchased or diminished to any approciable It la conextent at the above depth templated to sink this shaft 10 to 16 feet further, and then drift a tunnel towards the cast, under the river, where it is expected they may meet with a greater quantity of ore, as the indications are turn mail the affab'e and noble minded very good on the tivers bank, and it is president sent word that he might " run

resulting from this method of construc- property is on an other branch of the tion. The design of these engines is Nigadou River, about three-fourtle of a both next and tasteful, and reflects the mire west of that of the Nigadoo Mining greatest credit upon the company a new tompany. Good indications of ore were superintendent, Mr. Thomas G. German, seen in the bed of this stream and the seen in the bid of this stream and the This gentlemen has proved himself company discreed the water into a new worthy of the high reputation he recess channel and commenced sinking a shaft ed before taking control of these works. As far as they went down, which was only to the depth of a f w feet, the pre held out in fair quantitles, but when the full freshets set in the labour of Leeping accuring efficiency and errongth. The out the water to suce too great so trey concluded to give up work for a time. At this mine the ere appears in fully their fast presenter trains and have exerted quantities than in that of the other company, but there does not, however, seem to be any well defined wein No velu walls are apparent and the deposit looks more like a bed of ore than a liut as the g olderical forms to a in ludo which these mi coar found is evidently of co slderable thickness in this neighlourhood, it is possible the voice may not appear on the surface in all places. It was at first supposed the two mines were in the same wrin, but this is now to garded as very doubtful, and is, indeed, ha dly possible, unless there has been a great ill-iocation or the strata in the literrening space. It is more likely that there are number of tregular veins or beds of ore in the vicinity of these mines. as out-cropoungs of valena and it is lyrites have been seen in several places in the Nigatou Before an opinion can be expressed regarding the extent and character of those deposits, however, there should be a proper scientific survey made file district in which they occur, and the veins or beds opened up in several places and a afta sunk to the dipth of a f w hundred feet. There at many reasons for supposing these mines to be rainable. They are found in the which is high y metall-ferous. They occur near the North-Western Hult or this group or belt, which is here some 10 or 12 miles in wulth, and in a section traversing these rocks and oc upying floaures in them are, to all probability. pretty deep, and, to general, the quantity as well as the quality of the ore may be expected to improve as they descuid. The nest latten of the different kinds of metals and in nerals found in this d posits, too, is such as w uld resconably i ad to the hope of their being produc-tive—St. John, N. B., Sun

THE SYNDICATE WORKSHOPS

Our Montreal currespondent says : The Syndicate workshops and locome tive works were again discuss d to-day This time it was Montreal City Council that had a talk with the Syndicate Instead of Montreal going to the Syndicate the Syndicate went to Montreal The Council Chamer this aftern on by appointm at with the Syndicate members Mayor B audry presided at the meeting, and Alderm n Orenier, Stephone, and a large number of others were present. Mesere. Duuc n McIntyre, George Stephen, Hon l'eter Mitch II. Kennedy, and Hon. Mr Abbott wer tho Syndicate representatives. The members of the local press were in attendance. But the Syndicate members wanted a private tels, and notwithstand a trat some aldermen objected, the Mayor ruled the press out. The me ting then tecame privat. It may be said in connection with these wirkshops that Utiawa and Per h need g ve themselve. very litt's further un-asiness concerning them. Montreal is certain of getting so certain to fact, that her alder themmen d d not make any movement in the matter until yesterday. The land has been acquired and they are to be built in But there is another thiu. the Syndicate wants b sides the workshops. It is a grand union depot, and this they propose to erect some place within the limits of Meutreal city. They have their own plan by which to enter loard of Trade and commercial men into allowing them to purchase the whole country for almost nothing without protest, it will be an easy matter for them to win her city councillors into giving them any avenue to the city they may wish to a quite After come further oinferen. with the Syndicate a committee was formed to confer with the latter with a view to having a union railway depot

Three sange of men are at work en the Sault branch of the Canada Pacific, and 1000 more have left for the seens. Supplies to the value of \$30 900 here arr vot. and more are being forwarded. Blasting is the heaviest work, the rocks in some places towering above the tallest Lrcet

Work has been completed on contract 15 of the Causda Pw ffic Railway 31 J St-nicy has been presented with a valuable set of allver plate and a banquet by the men, in recognition of o term for him as government superintendent of construction. The event took place at list l'ortage. The roul is expected to be hand d over to the Syndicate on the lat of December

Railroad corporations are said to have no souls, but we have reason to entertain a very different opinion. Only last week a poor and needy fellow wrote to a prominent presidental county asking peron the road" all he pleased if he would in consequence of the increased cost in only keep out of the way of the trains.

LUMBER TRADE.

THE BRITISH MARKETS

(James smith & Co's Wood Circular) Liverpool, Nov. 1st, 1841 - There has teen a de Ided Improvement in the consumptive demand during the past mouth. and as prices have been very firm, with a slight advance on some articles, busi ness cannot but be considered satisfac-tory. The import has been considerably tory in excess of that of the same time last year, butfour stocks are still moderate, with one or two exceptions. Farly in the month it was fe ired that the bank rate would be tained to 0 per cent, this, however, did not take place, and the rate has remained for the last three weeks at 6 per cent. The report from Canada, New Brunusick, etc., point to very small stocks to be held over the winter, and And l'ine will not exceed half the quantity of fast season. There is little change to note in freiabta Coloniat Woods - Lellow Pine The Import has been considered by larger than

that of fact October, but as the consump-

tion has b en brisk there remains bur a

stock of in-slor to dimensions, viz., 794,-

have been by a rivate only. A parcel of

145 logs Sawn opruce Timber, from St. John, resilised 944 to 11d per foot. Red

Pine has been in fair demand, but the

stock is excessive Fr Ash there i fait

little inquiry. Lim has come forward freely during the month, and the con-

sumption has been good, leaving a stock

of 47,000 feet, against 27,000 f et at same time last vear. Oak. The demand has

greatly imp aved, but there is an ample

000 fort, mealnet 755,000 fort

stock liere at present. Saies have been by presate tak Sea tilligs are in quiet Qui tive group of rocks-a formation ilemand, and present prices are about 2 4 to 2-6 per cubili foot. There is some inquiry for special lengths and siz a Birch is considerably reduced in stock. and the arrivals during the month amount where the strate, as air saly remarked, to only 6000 feet. A fresh parcel of Me to by boof considerable thickness. Voins John wold averaged 201d per foot for 16 to 224 Inches deep. The consumption has been 89 000 cubic feet agains 21,000 cubic feet. Walnut f prime quality and large sizes is to good request, sales here teen lip auction at 4s Gd to 0s 61, Averaging 4s 11d per cubir foot. N B and N 8 Spruce Deals have gone largely into consumption, smounting to rather more than the total import for the month, and the stock, as compared with the same time during the two previous years, in from 7 000 to 10,000 standards Prices have been very fir n. but there has been little, if any advance since our last issue, though now that the import sesson is getting so near to an en i it i very probeblo that a sharp atvance will take place before long the sales by auction have teen of a cargo, ex Kurydere, form 8t. John, st an average of AT 2. 9d per stand tel, and ex Huron, from St. John, N.B., at an average of £7 3s od per at mant but by private sale rather batter prices than these have been obtained. A parthan these have been obtained cel of Miramichi aprace boards offered without fliding buyers, but planed spruce boards from St. John realsoil £6 28 6d bi £6 5s per stand int. Pine deals are to fair demand, and a percel of St. John, lat, 2nd and 3nd quality, was sold at £7 12e ud for 11 and 12 inches and £7 20 Gd for 9 inches, but the 7 inches wide were not soid. Quebec pine deals :- The stock consists of 9827 standards, again-t 5594 standards last year, but with the good consumption going on this stock is compens tively moderate. Nales have been by private only, and a recent shipment of 2 inches and 12 inches, let and 2nds (about 70 per cent. 1sts) realized £16 5s (about 70 per cent. 1sta) realized £16 5a per standard. Quebec Pipe Staves still maintain their high value, but there have been no sales reported. West India Staves are wanted, and prices very firm. Palings have been sold by auction at 77s 6d for 5 feet x 1 inch.

there is now a very light stock. wood deals are firm in price and the consumption has improved. The stock le not more than will be wanted to mert the requir-ments of the winter months. Mining timber is enquired for, and a file amount of business m ght have done but for the difficulty of finding tonnage. Masts and spare are quiet, and no sales have been reported during the month. Redwood Fir Steepers are in quiet demand. Fir Staves bare been sold for next season's shipment at £7 10s per standard; but shippers are not prepared to go on at this rate, the prices demanded being from A7 15s to £8 per standard Spruce Staves are offered at £6 10a per standard, c.i f Prepared Flooring Boards —The consumption for the month has been nearly double that of this time last year, and the import having been on a small scale the stock has not been in rossed, and as very little more will now be brought forward for some months to come prices are likely to imprive. The latest sales liare been at £8 15s for late, and £8 74 6ni for 2nd white For Lathwood and Samu Laths there is a fale demand, but no sales bave transpired.

United States, &c -Pitch Pine -The import for the month consists of 109,000 feet, chiefly hown timber. sumption has improved, but the stock mission to "run on the road" By re-turn mail the affable and noble minded against 448,000 feet this time last year remains very boavy, vis. 1,056,000 feet Prices auroad, however, have advanced, wages and provisions, and it is reported

that the falling off in the production of hown will amount to something like one half of that of last year lates of 35 feet average sawn timber have been made at 62s od to 64s, and 80 feet average hown at 6ts per toad clf. The inquity is good from all parts of the Kin.dom, but buyer, are not yet disposed to any great extent to pay the rele on domanded by nellers. Pitch Pine Fleoring Boards are in better demand. and several shipments are expected; the last sale was at about £17 per standard. Oak haves - There have been no sales reported during the month, the arrivals being chiefly on timber merchant's account New York W. I. drawed are quoted at about £21, and understed at £23 to £24. New Orleans Pipe Staves. - the supplies are very limited, and prices are consequently high Green-heart and Teak .- There have been no arrivals during the month, and the only also that the supplies of Hown Pitch sale reported was a pariel of teak planks at from £14 to £16 124 5d per load.

> It has been loarned from an entirely trustworthy source that the interest of the late Mr R ynolds in the St. Lawrelice and Ottawa Hallway has been purchased by Mr. McIutyre The interest thus secur d smounts only to \$175, Belen 000, which of itself would not be a ontrolling i terest, as there are now outs anding bonds to the minou t of \$750,000 There is said also to be a flusting debt of \$130,000 and that it had u en decides to dispec of \$250,000 additional bords to meet the exp nso is curred in faving the track with steel nails. Une of the objects in the suported p rehate by the syndicate might be the d sire to prevent the continuance of the opposition to the Brockville branch of the Canadian Pacific Rallway

Mechanical Engineer -The locomotive is the highest type of machine work in point of disability. We cite-this one in cyldency. It was made at Rock Island and l'acific shops in Chicago. hugine No 3 of this roul has ben in sorvice since June, 1878 when it was now It has nover been in the abop since, and none of the brass & except those on the cross heads have been taken out for refitting, and these only once. Its mileage during the three years has been 115,369 miles, and it is considered good for 50,000 more before coing into the shop. Its driving wheels are 57 inches in diameter, and have Crupp's steel tires. Master mechanic Twombly gives the credit of this performance to Jerry blom. engineer, who is coustit onally good natured, and never gets his engine exo ted.

A locomotive is being built at the Grant Loc mutten Works, Paterson. N.J., which will burn neither weed nor coal The fuel will be water, which is decomposed in " association with carbon, forming readily communition games, of which hydrogen is the chief. method of doormposing water at a low temperature, invented by Dr. Charles Holland, was fires us d as a motor in a common coal burning lecumotive on Long Island a year ago. It is now used practically in heaters and in Humis ating house. The water vapor is dissected into its elements, exygen and lydrogen in the present of the arbon of naphtha g s at a temperature of 400°c. As the hydrogen turns with a heat of nearly 8000°C, a gain is effected of 19-20 of the sourc, a gain is enected of 19-20 of the whole heat. The e-gin-ol course is constructed very differ-stly from the common engine. What may be termed the "gas grate" consisting of four retorts three feeder pipes and 332 barners, occupies the place of the grate and lower part of the Ara how In an entire er part of the fire box in an ordinary locomotive. The gas passes from the redorts to the feeders, and thence to the tumers, and burns with a colouries, and almost invisible light. The heat of 8100°C. Is greater than any heat known, except that of electric light. The use of this furl does away with smoke, cinders and sparks. It requires but littl "firing Nonze or Europa Wooda—Fir Tim- up," as the touch of a lighted match le ber:—The arrivals during the month all that is necessary. The trial of this have been on a very small scale, and an engine will be made soon after it is the consumption continues to be good, completed and toetrd. It is said that a railway company has offered \$1,000,000 for the right to use this process, provi-ded that this engine wil. Tow a train of four Pullman care from Now York to Chicago and return on schedule time.

> The past season has witnessed unusually large additions to the population of Canada by way of immigration. Fortytwo thousand permanent settlers, it is stated, have come into Canada during that period

> The French Ministry resigned preterday, whereupon President Grevy summoned M. Cambetta to the Elyson and entrusted him with the formation of a Cabinet. M. Gambetta undertook the responsibility, and proceeded at once to draw up a list of the new Ministers. which will be published on Monday.

The United States Naval Advisory Board reports that only tw-nty war ships of the navy are fit for active service or worth rebuilding, and recommends the const-netion of forty now vessels of various classes. The entire cost of re-establishing the navy on a proper footing is estimated at thirty-oue million dollars.

Advives from Anticosti state that owing to the failure of the fisheries the utmost destitution prevails, the majority of the inhabitants having nothing put a few potatoes to suitelat on during the winter The unfortunate fisherm-n have been offered free passage to Quebec, and before long there will doubtless be an extensive exodus from the Island.