

THE  
**Canadian Manufacturer**  
 AND INDUSTRIAL WORLD.

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EDITOR: FREDERIC NICHOLLS,  
 Secretary Canadian Manufacturers' Association.

This Journal has won for itself an acknowledged position amongst Trade Journals and is recognized as the representative industrial paper of Canada. All the various industries of the country are represented in its columns, and it has been for years the fearless and consistent advocate of those reforms which were indispensable to the success of the Manufacturers. It now reaches nearly every mill and factory in the Dominion, and its influence is constantly increasing.

As a medium for advertisements of machinery, steam appliances, mill and factory supplies, etc., it is unequalled, and our rates will be furnished on application.

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All Manufacturers are invited to become members of this Association. Full particulars will be furnished on application to the Secretary.

## Editorial Notes.

A GOOD deal of our space is this time devoted to Exhibitions—Canada's fine display at London, and the establishment of a permanent Industrial Exhibition of Canadian manufactures in Toronto—the latter soon to be a fact accomplished.

THE largest single cargo of grain that ever left Montreal was last week put on board the ss. "Brentford" by Messrs. George McBean & Co., comprising 104,000 bushels of wheat and peas. This transient steamer also takes out 10,000 feet of lumber for Messrs. Carbray & Routh, who are her agents at the commercial capital. She is a splendid new steel ship, fitted with the latest improvements for carrying dead freight.

WHAT we read (see other columns) of the attention bestowed by English experts on Canadian textile exhibits at the "Colinderies" is not wholly accounted for merely ordinary interest in what Canada is doing in this line. It strikes us that the gentlemen referred to have seen so much more from Canada than they expected to see that they want to get at the bottom facts with regard to how iron machinery is really working in this supposed wooden country.

THE event of the day in mining business is the published description of a vast deposit of copper ore, near to Sudbury, on the main line of the Canadian Pacific Railway. Under the head of "Mining" we copy an account of the new mines, as described by Mr. Blue, secretary of the Ontario Bureau of Industries, and printed in the *Globe*. It is not to the credit of our own country that valuable Canadian mines, such as these appear to be, have to depend upon American enterprise for their development.

THERE are, says the *Boston Manufacturers' Gazette*, four lines of treatment that are prominent in the discussions of the railroad question. One class, observes the *Philadelphia Record*, led by the railroad presidents, believes that great competitive forces are at work to bring about a solution of the problem, and that legislation will bring no results. Another class believes that the Government should own the railroads. Between these two extremes there are two classes, one that finds expression in the Reagan bill, which applies a mild but good corrective. It formulates the principle that a railroad company must not charge more for a short haul than for a longer haul, which includes the shorter and is in the same direction. It prohibits combinations that subject the public to the power of confederates, and it insists upon publicity of rates. The other class tends to paternalism by favoring the establishment of bureau government through a commission to enforce the law of the common carrier. It aims to strike a compromise between the positions taken by the railroad presidents and Mr. Reagan. It finds expression in the Cullom bill.

THE following, which is from an English paper (*Wool and Textile Fabrics*), may, we fancy be classed among things not generally known, in Canada, at all events: "In New South Wales the grape is as common as is the apple or pear in Kent