

Optimist views about a bright outlook for leather are deliberately avowed by our Chicago contemporary. "In many years," he says, "we do not remember to have seen more encouraging prospects." And then he gives reasons: "Last year quantities of hides were attracted to the United States from all over the world, and the scarcity of hides that really underlaid the advance in prices was soon more than corrected. The present low rates are not natural, but are reactionary. It will not do to shut one's eyes and assume *nolens volens* that hides are in enormous supply; leather is greatly overproduced and low prices are inevitable. The facts do not justify such a dogmatic view. A year ago green salted hides were pouring into our ports from all over the world. To-day this condition is reversed. None is coming in and large quantities are being exported."

HARDWARE AND METALS.

The Hobbs' Hardware Company, of London, Ont., is putting into its Ridout street factory a plant to make bicycles, which they hope to be able to put into the market next year.

Thos. Doherty, of Sarnia, Ont., who has carried on not a little original investigation of foundry phenomena, has recently written in a Canadian journal on the Doherty process for the manipulation of foundry iron. The inventor claims for it that a stronger, softer and more uniform casting can be produced from a cheaper class of raw material than by usual methods.

The *Engineering and Mining Journal* says: "The total product of the mines of the United States in 1895 amounted in value to \$628,689,505, an increase of \$84,226,503 over the output of 1894. It gives the yield of the gold mines of the country at 2,265,612 fine ounces, valued at \$46,830,200, representing an increase in value over 1894 of \$7,068,995. There was a decrease in the quantity of silver mined as compared with 1894 to the amount of 3,515,640 ounces, the product of 1895 being 46,331,235 ounces, valued at \$30,254,296."

The New York copper market of Monday last was quiet, of Tuesday rather more active, but export movement still the mainstay, which continues heavy. Prices were maintained at about 10½ to 10¾c. for Lake Superior ingot, 10¾c. for electrolytic and 10½ to 10¾c. for casting stock, according to delivery and brand. Nothing was doing in tin, speculation being tame, but prices were a little harder on Wednesday in sympathy with London. Pig lead has been quiet all week, and inquiries on 12th were still chiefly for carload lots. The latter can be secured easily at 3.05c., and larger quantities probably at a shade less. London cable quoted a decline to £11 on soft Spanish. The *Commercial Bulletin*, from whom we get these particulars, says of iron and steel on 12th, "Pig iron business continues slow. Inquiries are as few and as tame as for some time past, and individual orders are confined almost wholly to small lots. Prices are barely steady. Old material remains without change in price and sells slowly." Quotations were for No. 1 X foundry Southern pig, \$12.50 to 13.50; for No. 1 Southern foundry, \$12 to 13.00; No. 2 soft Southern, \$11.25 to 11.50.

HURON AND ONTARIO ELECTRIC RAILWAY.

A meeting of the provisional directors of the Huron and Ontario Electric Railway Company was held at the Rossin House, in this city, on Wednesday evening last, on which occasion Mr. M. McNamara, Walkerton, was elected president; Dr. Rollston, Shelburne, vice-president; Mr. A. McK. Cameron, Meaford, secretary, and Mr. J. M. Roberts, of Dungannon, treasurer.

The route of the road was adopted and by laws for its government passed at the meeting. The road is intended to be about 300 miles in length, and motive power for it will be supplied from electric power stations at Eugenia, Glen Roden, which is close to Durham, Southampton and Thompsonville, which last mentioned place lies near Alliston. It is said that 3,000 horse-power can be furnished from the Eugenia Falls station.

The main line, we are told, is to have some twenty-four stations, as under:—Port Perry, Uxbridge, Sandford, Mount Albert, Sharon, Holland Landing, Bradford, Bond Head, Beeton, Rosemont, Shelburne, Badjeros, McIntyre, Feversham, Eugenia, Flesherton, Priceville, Durham, Hanover, Walkerton, Riversdale, Kinloss, Birvie, Kincardine.

The spur lines are intended to run, the first from Sharon to Roach's Point and Sutton; another from Sharon to Newmarket; a third from Bond Head to Schomberg; a fourth proposes to touch Eugenia, Kimberley, Meaford, Owen Sound, Southampton, Port Elgin, Tiverton, and Kincardine. Next, the Walkerton spur, running through Teeswater, Wingham, Lucknow, Dungannon, to Goderich. From Lucknow there are to be connections *via* Ripley with Kincardine. Probably the first portions of the line to be built will be from Walkerton to Goderich, and also from Flesherton to Meaford. The provisional directors present at the meeting included the following: A. McKinnon Cameron,

of Meaford; J. W. Curts, of Port Perry; A. E. Scanlon, Bradford; H. J. Roleston, Shelburne; Wm. Laidlaw, Durham; Henry Horton Miller, of Hanover; M. McNamara, Walkerton; J. G. Murdock, Lucknow; W. R. Thompson, Teeswater; N. McInnes, Tiverton; A. Malcolm, Kincardine; J. N. Roberts, J. R. Shannon, Goderich; T. Wright, of Flesherton; J. Humberstone, of Ripley.

FRAUDULENT POLICIES.

The circumstances connected with the death of W. H. Hendershott, whose body was found last year underneath the trunk of a tree in the woods of Western Ontario, will not be forgotten by many of our readers. Hendershott's life was insured in two companies to the amount of \$11,000. Some time ago his father, David Hendershott, brought an action to recover this sum under policies on the life of his son, and made payable to the uncle of deceased, and one of his murderers, who paid the penalty of the crime with his life. A few days ago the case was tried at the assizes in London, before Justice Armour. The action was to recover from the New York Mutual Reserve Association on a policy for \$6,000, and from the Covenant Mutual, of Galesburg, Ill., the amount of a \$5,000 policy. These cases were heard jointly. After the evidence of the plaintiff was heard the jury was dismissed. The defence then put about half a dozen witnesses in the box. Their evidence related principally to the attempts made by John Hendershott to secure insurance on the life of Patrick Fitzpatrick, and also of statements made by Hendershott that a good way to make money was to insure a number of people, and to get rid of one of them, so that the premiums on the others could be paid. After hearing exhaustive argument on several technical points of the case, Chief Justice Armour gave a verdict for the defendant with full costs. His Lordship held that the policies were policies of John A. Hendershott, the murdered man only lending his name and being a tool in the hands of the said John A. Hendershott, and that the policies were at and from the beginning fraudulent, and that, therefore, no person was entitled to recover upon them.

FOREIGN PATENTS.

The following record of patents granted to Canadian inventors in England and the United States is issued by Messrs. Fetherstonhaugh & Co.:—

AMERICAN PATENTS.—J. S. Black and G. L. Orme, autoharp; Wm. Carey, shoe sewing machine; J. A. Lafrance, feed mechanism for cork-cutting machines; J. Trancle-Armand, combined bicycle and vehicle; Alex. Watson, combined latch and lock.

ENGLISH PATENTS.—A. H. Tate, furniture; A. H. Tate, metal bedsteads; E. Perkins, nails; F. N. Dennison, electro-motor and switch.

According to the same authority, the following Canadian patents have been issued: To L. F. Decarle, for hose nozzles; S. Irwin, and A. S. Geiger, appliances for cleaning car tracks; J. A. Lamington, gate carrying hinge; A. J. Roy, railroad signals; D. Ward, culinary implements; G. W. Johnston, calendars for pencils, penholders, etc.; Emeri Cote, funeral monuments; A. Barhite, road grading machines; W. L. Marshall, seed drills; W. Gibeault, railroad frogs; W. Gibeault, split switches; J. Jamieson, heating furnaces; Carpes French, saw sets; A. M. Stewart, anti-rattlers and shaft holders; Hiram Walker, stock covers; J. P. McCloskey, bicycle frame; Wm. Douglas, message appliances; R. M. Squire, pianoforte.

PARAGRAPHS FOR CYCLISTS.

Cycling hosiery for men is keeping many workers in England busy, and woolen vests are in demand much more since cycling became a craze. There is also an increased sale for woolen and merino stockings in black and tan color, as firmness of texture is required for pedalling.

Knickerbockers or skirts for women bicyclists?—that was the question in Paris at the close of April. The skirt is almost universal in England, Scotland, and Belgium, but a great many French women choose the knickerbockers. Bloomers, unhidden by skirts, which some have adopted in the United States, have quite failed of adoption in London.

"La Mode" writes from Paris to the *Economist* that the divided skirt hanging loosely over the knees is now so arranged that it can be transformed by the drawing of a couple of tapes into a pair of knickerbockers. As regards the upper portion of the cycling costume the blouse will have the preference for the summer months, whereas just now the jacket worn over a skirt or a chemisette front obtains most.

Tweeds and serges are the fabrics that best meet the requirements of the cycle woman, and light brown, fawn and grey are the colors she affects this season. Navy blue, bottle green and bright brown suffer from the disadvantage of showing the dust. White cloth and flannel