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Ha, Ha. So you want Perfected Granite Roofing on your house? Do you?

Eastern Granite Roofing Co., Gerken Bldg. Suite 81-87
NEW YORK.

REVIVAL OF THE SAILING SHIP.—In a recent editorial the San Francisco Chronicle pointed out that a recrudescence of the building of ships to be propelled by sail had set in, not only in this country, but in other maritime countries also. The multimasted schooner of big tonnage has become a favorite type of sailing vessel in the United States. These fore-and-aft-rigged craft have gradually increased the number of their spars from two to seven, the latter being the latest production of an eastern shipyard. There is a big fleet of six masted schooners in eastern waters, and the seven-masted steel vessel, with a cargo-carrying capacity of 11,000 tons, which was recently launched in Maine, is to be followed by others of the same rig and tonnage. These vessels possess great speed, in addition to their extraordinary cargo capacity, and they are endowed with the additional advantage of being immensely cheaper to operate than either steam vessels or square-rigged ships of one-half their tonnage. The seven-masted schooners which are being turned out of the eastern shipyards are primarily intended for the coal-carrying trade on the Atlantic seaboard, but their builders intend ultimately to employ them in the trade between the Pacific coast and the Orient. Pacific coast shipyards are turning out four and five-masted schooners for the lumber trade, in which they are able to compete successfully with the steam craft. Some of these vessels have also entered the Pacific trade as oil carriers. One four-masted schooner is now carrying fuel oil in bulk from the

California coast to the Hawaiian Islands in competition with the oil-burning steam oil carriers employed in the trade. France is also encouraging a return to sailing ships by offering liberal bounties to their owners. The pioneer of a big fleet sailing under the tricolor is at present reported in Philadelphia, where she is loading refined oil for Japan. This new French fleet of sailing ships is intended for the Oriental trade, which is now almost wholly monopolized by steam craft. —Bradstreet's.

BRITISH AND AMERICAN METHODS. — The American experts who will report to

the United States Government on British industries are preparing their statement. These experts find that the country is handicapped as against the United States by the fact that Americans get as much as they possibly can, consistently with profit, out of the machinery and human labor employed, and Englishmen do not. They blame the British worker and the British employer alike for this state of things. Even if British methods are changed they believe that the United States will inevitably become the dominant industrial power of the world, with a fight between England and Germany for second place.

BUSINESS FAILURES IN CANADA FOR NINE MONTHS OF 1902 AND 1901.

CANADA.	No. of Failures.		Assets.		Liabilities.	
	1902.	1901.	1902.	1901.	1902.	1901.
Ontario	319	365	815,110	1,346,035	2,176,730	3,061,349
Quebec	306	371	930,900	1,166,730	2,296,302	3,156,747
New Brunswick	31	60	110,175	701,060	192,525	1,486,775
Nova Scotia	63	85	122,291	178,035	240,232	312,706
Prince Edward Island	6	7	18,800	31,000	39,425	43,600
Manitoba	30	38	47,433	119,520	103,740	302,495
North-west Territories	16	20	61,235	83,850	101,168	152,473
British Columbia	77	75	647,975	531,400	1,130,791	857,350
Yukon Territory	3	6,000	16,500
Totals	851	1,011	2,759,969	4,160,670	6,300,413	9,376,495

Canadian failures for the nine-months' period numbered 851, a decrease of 18 per cent. from last year, while liabilities aggregated only \$6,300,413, a decrease of 35 per cent. from last year. —Bradstreet's.

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