

will pay the freight on all approved Canadian exhibits. Entries must be made not later than September 30th; and the latest date at which exhibits can be sent forward from Halifax, N.S., or St. John, N.B., will be about October 20th, as all exhibits must be in Jamaica early in December. Forms of application and general information can be obtained on application to Commissioner Brown, at Hamilton, the Department of Agriculture, Ottawa, or Mr. Frederic Nicholls, Secretary Canadian Manufacturers' Association, Toronto.

THE Antigonish, N.S., *Echo* does not set much store by the N.P. Antigonish is mainly an agricultural county, and the farmers there, as elsewhere, are getting less for what they have to sell than in former times and paying more for what they buy than they would be called on to pay were the tariff a reasonable one. "We are not as well off to day," says the *Echo*, "under a thirty-five per cent. tariff, as we were before Confederation"; in fact, the N.P. "has been worse than a failure in this country." It is a failure everywhere so far as the farmers are concerned. The best even the CANADIAN MANUFACTURER can say is that it augments the price of farm products in lean years when we have to import. It is a poor recommendation for a commercial policy, however, to say that its effects are felt only in aggravating scarcity.—*Toronto Globe*.

The trouble with Antigonish county, Nova Scotia, is that it is an exclusively farming country, and that it does not abound with high chimneys of manufacturing establishments. If it did thus abound, the farmers there would have a home market and plenty of consumers for all the farm products they had to sell. As it is, everything the farmers have to buy is imported, and the importers, having no domestic competition, force the farmers to pay the very highest prices obtainable. The Antigonish *Echo* certainly does not expect the N.P. to be a success when no one in that county endeavors to make it so. Before Confederation, and before Protection, Antigonish possessed no manufacturing industries and no prosperity, and if, under Protection, the people do not experience any more ambition in that direction than they did before, the N.P. should not be blamed for it.

THE Dominion Minister of Customs is to be congratulated upon having refused to accede to the request of the Mayor of Toronto to have refined asphalt for street paving admitted into the country duty free. In the first place it was represented to the Minister that the asphalt was "crude" or unrefined, but this was deceptive, for such was not the fact; and then the duty was sought to be evaded on the plea that the asphalt was for general street paving, but why it should be exempt from duty for that reason was not shown. There should not have been any attempt to deceive or mislead the Minister as to the condition of the asphalt; and those who applied to have the article placed on the free list knew, or should have known, that it had passed through a process of manufacture which had required the use of valuable machinery and much manual labor in its preparation. The stuff was to be brought from the United States, where the machinery and labor alluded to was to have been employed. The raw material, however, is not produced in that country, but in the Island of Trinidad, W.I. This is an illustration of where Protection protects. It is quite as easy to import crude Trinidad asphalt into Canada as into the United States. Refined asphalt is rapidly coming into use in Canada for street paving purposes; and the thousands

of tons of it required, should be refined in Canada, rather than in the United States. The process is simple, but it requires capital and the employment of considerable labor, and these ought to be Canadian, not American. It is just this sort of selfishness that tends to keep Canada down. These asphalt people may admire Protection when applied to the industries of others, but not when applied to their own.

MR. A. LOUGHREN, P.L.S., has just returned after surveying 1,740 acres of iron lands on the Black Sturgeon River. The ore deposits are thirty five miles up the river from Black Bay. The ore is red hematite, and assays on the surface give sixty-four per cent. metallic iron. The most northerly outcrop is exposed on the surface for a distance of $1\frac{3}{4}$ miles, and has an average width of 125 feet, and attains a maximum width of 200 feet. The next exposure south is about one mile long and has an average width of fifty feet. No iron was found in place on the southerly location, but large quantities of float ore of a first-class quality were found. There is no jasper, granite or other capping except in places a slight depth of red gravel. The locations are well timbered with Norway pine, spruce and tamarack; their position on the Black Sturgeon ensures a plentiful supply of water. Mr. Loughren estimates that there is plenty of ore in sight to warrant the building of a fifty-mile railway. Messrs Hammond & Quigley, of Fort William, located some iron lands five miles south of Finmark Station, on the Canadian Pacific Railway, thirty-five miles west of Port Arthur. It is a magnetite; the outcropping is $1\frac{1}{2}$ miles in length and has an average width of thirty-five feet; assays from surface specimens by F. Hille, M.E.Ch., Port Arthur, gave sixty-one per cent. metallic iron. The convenient situation of this deposit to rail and deep water at Port Arthur will make it a very valuable property.—*Lake Superior Mining and Manufacturing Review*.

The discovery of these additional, immense and valuable deposits of iron ore in the Lake Superior region of Canada will throw the Canadian shriekers for Reciprocity and Annexation into spasms. The time will come some day when the manufacture of iron will be begun in Canada, but probably not until these valuable deposits of ore have passed into the possession of more patriotic and sensible men than those who now control them.

ACCORDING to the London *Iron and Coal Trades Review*, "a town meeting was held in Paradise Square, Sheffield, recently, to protest against the proposed McKinley tariff, now under consideration by the legislature of the United States. Such a meeting is unique, for never before have the people of an English town been called together by their mayor to protest against the economic policy of another country. Handbills were extensively circulated stating the objects of the McKinley Bill, advising every form of retaliation if it is passed, and declaring that it is far better to 'fall fighting' like men rather than 'stand by with quaking knees while the Americans work their own sweet will.' In regard to the opportunities for retaliation it is pointed out that while the exports to the States amount to £30,000,000, the imports of the States reach the figure of £95,461,475. There was an enormous attendance at the meeting, the large square being packed with people. On the platform were the mayor (Mr. Alderman Jackson), who presided, Mr. S. G. Richardson (master cutler), Mr. G. F. Lockwood (President of the Chamber of Commerce), Sir William Leng and many others. The mayor said the meeting was not intended to threaten the United States with retaliation or to say that they wished in anyway to interfere with their International legislation. All that they wished to impress upon the United States was that, unless they were prepared to trade with us upon mutually advantageous grounds,