

with aggregate capacity of 7,415,700 bushels. On the Deloraine branch, from Morris to Deloraine, there are 68 such receptacles with 1,166,000 bushels capacity. On the Glenboro branch, from Carman to Nesbet, there are 30 with 631,000 bushels capacity. On Emerson branch, from Niverville to Emerson, 10 with 147,000 bushels capacity. On Souris branch, from Souris to Alameda, there are 30 with 642,500 bushels capacity. At Stonewall there are 3 with 32,000 bushels capacity; and on other branches of that road there are 4, with 26,400 bushels capacity; a grand total of 258 elevators and warehouses with capacity to hold 10,060,600 bushels. On the Manitoba and North-Western Railway, from Macdonald to Yorktown, there are 54 such, with 651,000 bushels capacity. On the Great North-West Central Railway, from Hamiota to Forest, there are 5 such, with 94,000 bushels capacity. On Northern Pacific Railway, from Winnipeg to Brandon, there are 27 such, with 661,500 bushels capacity. The grand total is; 344 elevators and warehouses with capacity to store 11,467,100 bushels. There are in Manitoba 43 flour mills, with daily capacity of 8,270 barrels, and 3 oatmeal mills with 190 barrels daily capacity.

OUR staunch and uncompromising protectionist contemporary, the *Boston Home Market Bulletin*, has the following pleasant remarks to make anent the recent meeting of the Canadian Manufacturers' Association:

"At the eighteenth annual meeting of the Association, which was held at Toronto, February 7th, Mr. John Bertram, of Dundas, was chosen president; and Mr. J. J. Cassidey, of Toronto, the able secretary, was re-elected. Resolutions were adopted against the employment of convicts in manufacturing; in favor of a Dominion Insolvent Act, and in favor of a first-class line of steamships between Canada and Great Britain, to be subsidized by the Dominion Government. In his report Secretary Cassidey advocated the substitution of specific for *ad valorem* duties in many cases, as a means of checking under-valuations. Mr. W. K. McNaught, of Toronto, the retiring president, delivered a very instructive and able address, from which we make extracts under another head. Secretary Cassidey has recently issued a souvenir manual of the Association, containing the names of its officers, its by-laws, and much other valuable information, together with numerous sound economic truths. The Association is loyal to Canada and Great Britain, (especially with a preferential trade arrangement), and there can be no doubt of its powerful and salutary influence in developing the industries of the country."

It gives us much pleasure to know that our American friends so fully understand and appreciate the value, scope and importance of the work being done by the Canadian Manufacturers' Association.

SOME of our Yankee friends have been worrying themselves sick over the imagined fact that Canada is building a fleet of gunboats and war vessels at Owen Sound, which are intended for warlike demonstrations against their country. The true facts, which have never been concealed, are: that three small vessels have been built and no others are in contemplation. The dimensions of the first one built—the *Constance*—are: length, 125 feet; beam, 22 feet; draft of water, when ready for service, 8 feet. She has a compound vertical engine driving a single screw 7½ feet in diameter. She is a beautiful specimen of naval architecture, and several photographic views of her

adorn our office. She is employed in the Customs service in the suppression of smuggling in the Lower St. Lawrence, and when she encountered a piratical craft there a few months ago she was unable to make a capture at the time because she was not armed. The other vessels built for the Government at Owen Sound are almost identical in all respects. The *Curlew* is now doing duty as a Revenue cutter in the Bay of Fundy and along the coast of the Maritime Provinces; and the *Petrel*, the one launched in November, and not yet finished, is intended for protection of Canadian fishing interests on Lake Huron and Georgian Bay. Some of our badly frightened and excited American friends are talking of making double turreted monitors of the two railroad transport steamers recently built at Toledo, Ohio, which should be equipped with six-inch rifles, and which, it was hoped, might be able to defend their lake cities against this imaginary flotilla of Canadian war vessels. The transports alluded to are each 267 feet long and 52 feet beam, with three sets of compound engines operating three screws. Either of these vessels could comfortably stow away in their holds the whole three Canadian terrors. Let us have peace.

THE Canadian Patent Office Record usually reaches us about three months behind time, the wrapper bearing the words "On Her Majesty's Service." We do not know how far a service of this character is satisfactory to Her Majesty, but to everybody interested in the subject of patents it is next thing to being no service at all. Nineteenth century methods evidently do not prevail at the Government Printing Bureau.—*Electrical News*.

The *Electrical News* might have added that THE CANADIAN MANUFACTURER, which regularly publishes the list of patents, is always right up to date.

THE *Montreal Herald* says: "By a sort of childish faith (in protection) it is believed that every pang of suffering felt in Europe meant an additional throb of joy in America; that the bread taken from the starving poor in London and Berlin goes in some mysterious manner into the pantries of the American workmen. This is an economical fallacy capable of easy demonstration. Take the tin plate industry. The McKinley Bill brought ruin to many of the tin plate factories in Wales; but in doing so it took also from every purchaser of tin plate in America, money that many could not afford to pay. The error which vitiates protectionism is its contention that a nation's interests are limited to its boundaries." And now the question is asked: If the McKinley tariff takes bread from the poor of London, in what way does it do it? We know the answer is that previously the London poor found employment in manufacturing goods for the American market, and that now that market is supported by the products of American labor, and it is a fact that the pantries of the American workmen are benefitted by the transaction. For whom, pray, do the American Government legislate—for the London poor or the American workmen? If American legislation can thus affect British subjects, why do not the British Government do something to meet this adverse legislation and to protect the interests of their own people? Admitting that