

## EDITORIAL NOTES.

The Maritime Provinces Board of Trade, recently in session at Halifax, passed a resolution protesting against the Dominion Government granting subsidies to steamers landing Canadian freight at Portland or Boston, and insisting that all subsidized steamers should land Canadian freight at Canadian ports.

Mr. J. W. Easton, connected with the John Abell Engine and Machine Works, Toronto, has filed a claim against the City of Toronto for \$300 damage for having procured and put in operation at Centre Island a dynamo and automatic regulator covered by patents held by him. Mr. Easton brought suit against the Thompson Electric Company, from whom these articles were purchased, to recover possession of the patents, and won it. As far back as November, 1894, he notified the city that the Thompson Company was not the legal owner of the patents, and that users of them would be held liable.

The New York Tribune, in recent comments on the incandescent lamp situation, stated that "the continued lowering of the price has driven many of the small factories out of business, and only about half a dozen concerns outside of the Edison company are in the market to-day, but these are vigorous and vexatious competitors." For the information of our daily contemporary we would state that there are now in operation in the United States more than twenty incandescent lamp manufacturing companies making a daily product estimated at 30,000 lamps.—Electrical Review.

Included in the number of incandescent lamp manufacturing companies in the United States is the Packard Company, who also have a large factory at St. Catharines, Ont., and who produce a lamp the equal of any made anywhere else, and which are sold at exceedingly low prices.

For some time past Mr. Archibald Blue of the Ontario Bureau of Mines, accompanied by Dr. Coleman, mineralogist of the bureau, have been making a tour of inspection through the Rainy Lake gold district, and have also been over a large portion of the Mattawin iron ore region. Writing to the department from Rainy Lake, Mr. Blue says that after a careful examination he is perfectly satisfied that in the Mattawin district alone there is iron ore in the amplest abundance, and of the finest quality, to maintain an iron industry that would fully supply the demand in Canada for an indefinite period. He says there are mountains containing seams of hematite ore of from 50 to 500 feet in width, and from a quarter to half a mile long, and that there is very little doubt that it runs from the Mesaba range, near the mouth of the Mattawin River, clear across to Hunter's Island.

For some time past Local Union 3 of the Brotherhood of Electrical Workers, L. A., 5,468, K. of L., have been agitating greater safeguards placed about the wiring of buildings for electric lighting purposes. Measures have been introduced in the Legislature a number of times, but only one or two have passed. The idea of the State Examining Board was defeated last year. The union has recently taken pains to point out to the Board of Wire Underwriters any glaring defect in the electric wiring of buildings, and last week a re-

port was made of the condition of wiring in theatres, with the result, it is said, that the Board of Underwriters has condemned the wiring in nearly every theatre in the city, and it is reported at the headquarters of the Board of Delegates that the wiring in these theatres will have to be done all over again.—New York Financial News.

The following telegram sent out from Port Dover, Ont., on August 19th, relates to a matter of much importance to all manufacturers in Ontario, particularly to those in and west of Toronto:

The great coal steamer, Shenango No. 1, arrived in this harbor at 5 p.m. from Conneaut, Ohio. This event, bridging Lake Erie at its center, making a cheap coal route direct from the mines of Pennsylvania to Ontario, with a return route, carrying out ore, lumber and other products, and passengers, is an event far reaching in its benefit to the whole province. The landing and transfer of cars was successfully made, and is regarded as a trial trip. A formal opening of the route will take place later on. The steamers for this route will run winter and summer. They are 300 feet long, 54 feet beam, 25 feet deep, and carry, in addition to passengers and freight, 28 loaded coal cars, each 34 feet long. The engines are 2,700 horse-power, with a screw in the bow as an ice crusher, 250 electric lights and a 5,000 candle search-light to light the steamer. Port Dover is happily situated at the lake terminus of the line, already a favorite summer resort for Americans as well as Canadians. The manufacturing facilities of Port Dover will now be of the first order. Railway and water transit both winter and summer, with cheap coal, should be an attraction to capitalists to develop this locality.

Coal imported by this route for consumption in Toronto is already beginning to arrive in this city.

If the Dominion Government is faithful to its pledges it will see that a thriving industry recently established in the Dominion is properly fostered. As yet no effort has been made to prevent live sea serpents from entering the Dominion via the St. Lawrence and supplying the home demand, which, by the way, has always been firm. The manufacture of sea serpents has in consequence been left to struggle along against a ruinous competition. The one industry established in Montreal has already been "swept out of existence." The difficulty could be met by the following addition to the tariff schedule:—Sea serpents, alive, dead, or manufactured from sawdust, leather or putty, n.e.s., 10 cents a pound and 35 per cent. ad valorem.—Toronto Globe.

The funny part of this business is that the new industry recently established in Montreal and so soon swept out of existence was of free trade newspaper origin from start to finish. It originated with the Herald, of course, for no self-respecting journal in that city would have embarked in an enterprise that promised such rapidly disastrous results. No doubt the Globe is or was interested in the fake, else it would not have desired sea serpents to be placed in the dutiable list. The Herald's snake story, illustrations and all, had quite as much truth in it as is usually found in its editorials re the National Policy. What, oh, what would be the fate of the Herald if whiskey were in the free list?

Mr. George Johnson, Dominion statistician, has compiled a statement for the forthcoming volume of the Year Book of the Dominion, by which it appears that from confederation to the close of the fiscal year 1894, a period of twenty-seven years, the imports from Great Britain have amounted to \$1,205,349,158, or an average of \$44,643,000. During the