

DOMINION EXHIBITION AT NEW WESTMINSTER.

Arrangements are being completed for the forthcoming Dominion Exhibition at New Westminster, B.C., and last week tenders were invited for erecting the additional buildings needed. The work for which contracts have been called includes the painting of two new buildings, the repainting of the old main building, and various and sundry alterations to the grand stand and bleachers. Mr. Henderson, the architect of the fair, states that it is the intention of the fair management to have the buildings of the exhibition painted in light, attractive colors, in which white, red and cream will predominate. The grounds when completed ought to look very pretty.

The big industrial building is now nearing completion. Work is not getting along so fast on the machinery building, but it, too, will be finished in good time.

It is the intention of the fair management to use the old machinery building for the exhibit of poultry and dogs, and for this purpose contracts are being called for thoroughly refitting it with the necessary coops.

The plans for the cattle-sheds are now about ready. These sheds, which will be of the very latest pattern, will be built so as to afford accommodation for a very large assortment of cattle and horses.

So far everything has gone very favorably with the buildings, and there is no danger that they will not be finished in time for the fair. The problem that is causing trouble to the Executive is how to accommodate the thousands of visitors who will be at the fair. No appointment has yet been made for a head of the accommodation bureau, but this will be attended to soon.

THE LAKE SUPERIOR IRON COUNTRY.

Under the title of "The Honorable Peter White" the Penton Publishing Co., of Cleveland, has just published a book by Ralph D. Williams, editor of the Marine Review, which details the development of the Lake Superior iron country and the growth of the iron ore trade. This book, which is just from the press, and abundantly illustrated, is a distinct contribution to the literature of the iron ore industry of the United States. However, in this instance it emphasizes the human and personal rather than the technical side of the industry. Three-fourths of all the pig iron that is now produced in the United States is made out of Lake Superior ore. The industrial supremacy of the United States in the manufacture of iron and steel, the output of which will probably exceed during the present year the combined outputs of Great Britain, Germany and France, is due entirely to the purity, abundance and cheapness of transportation of the ores of the Lake Superior country.

The premier position which the United States now holds rests upon a very firm basis, for not for many years will these deposits be exhausted; nor, indeed, could they be sensibly affected in value were equally enormous deposits discovered elsewhere, since in journeying to the furnace they travel along a highway whose economy of transportation is not equalled anywhere in the world. So enormous has the ore trade of Lake Superior grown that it seems incredible that it should be a matter of the past fifty years merely. Yet fifty years ago the rapids of the St. Mary's river acted as an insuperable barrier to commerce with Lake Superior. This great ore trade is now handled with extraordinary ease, and with equipment in the shape of ships and docks that can readily adapt itself to fluctuations of from one to five million tons per month, that a truthful recital of the time when an annual stock pile of 1,000 tons at upper lake ports was considered a goodly amount becomes, as may be imagined, extremely interesting. This book is prepared from examination of the manuscripts of the original mining companies. In examining these manuscripts and collateral data considerable information was discovered concerning the early copper discoveries, and this

information, for the sake of history, has been incorporated in the prologue. Iron, however, is the book's chief subject. It has been considered best to tell the story of the beginnings of the Lake Superior iron industry under the title which has been given it, because Peter White, now the leading citizen of the upper peninsula of Michigan, assisted, as a boy, in stripping the first iron mine, and wrote the bill of lading of one of the first, if not the first, shipments of ore—only six barrels. Although nearly sixty years have gone by since then, he is still alive in this great iron region. The ups and downs of his active life are well described in the present book.

OUR HALIFAX LETTER.

The Transportation Commission paid an extraordinary visit to Halifax last week for the purpose of introducing the new appointee to the Commission, Mr. Ashdown, of Winnipeg, to the situation. Some misunderstanding was caused by the fact that the members of the Board of Trade, when interrogated by the Commissioners, were not prepared to present their case in extenso. The impression had been left by Chairman Reford's letter, advising of the proposed visit, that it was merely a preliminary call to look over the ground, and with this impression the committee from the Board of Trade devoted their efforts mainly towards entertaining the visitors, showing them the harbor, etc. At a meeting with the board in the afternoon the Commission asked for Halifax's "plans." Halifax did not have them on hand. Commissioner Ashdown said he "did not like this piecemeal work." Chairman Reford wanted to see produced "plans of definite action." Not expecting to be called upon summarily at an informal meeting for a plan of campaign, there was none forthcoming except a "piecemeal" statement, as Mr. Ashdown called it.

Since the departure of the Commission the Board of Trade has come in for criticism, but, it appears to me, without reason. They had been given distinctly to understand that this was not a formal visit, and, therefore, had prepared no formal array of statements for the Commission. When the Commission does make an official visit, however, prepared to listen to business, the city will have its case ready, and it will be a good one.

John H. Sutherland, who has been carrying on a dry goods business on Barrington Street, Halifax, for a good many years, offers his stock and premises for sale, owing to ill-health.

Insurance adjusters have been at work on the premises of Geo. E. Smith & Co. appraising the damages from the recent fire. The damage to the building was put down at \$99,930, chiefly borne by local companies, and to the hardware stock at \$13,306.76, distributed. This firm is conducting a sale of damaged stock at present.

A valuable discovery of fire clay has been made at Baddeck, C.B. It covers an area of three square miles. Tests are being made by the Dominion Iron and Steel Co.

Herring curing experiments on the Scotch plan are now being conducted on the south shore, having been discontinued at Canso after a very successful demonstration. Large quantities have been shipped from the latter point to the United States markets, bringing \$15 per barrel as compared with \$6 per barrel for similar fish cured by the old method. This is the second season these experiments have been carried on, this year with greater success owing to experience gained last year.

News from the fishermen is not of the most encouraging kind. Dogfish are giving much trouble. Bait is very scarce. Many vessels have taken less than one hundred quintals, and some are returning home discouraged.

Reports from the fruit districts are encouraging, and the hay crop will be a great one everywhere. The Annapolis Valley Shipping Association, consisting of fruit growers, has arranged shipping facilities for their product this season at a cost of 25 cents a barrel less than formerly.

Halifax, N.S., July 31st, 1905.

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