

of the company and of its employees. The pay to the workmen employed at the iron mines of the company being included, Mr. Elder shows that \$888,401 less wages were paid in 1893, and \$1,506,410 in 1894 than in 1892, the loss in workmen's wages in the two years amounting to \$2,394,814. On the other hand the value of the products of the company in 1893 was \$2,064,000 less than in 1892, and in 1894 was \$1,916,200 less, the shrinkage in the two years amounting to \$6,980,200.

As Mr. Elder shows, these are hard, cold facts, and not glittering generalities. Apply them to the whole country and see what they mean, for Johnstown was no worse off than other places, and the iron trade was better off than some other industries. It discloses a strain under which many employers of labor went to the wall, and there was the sacrifice of the life savings of a nation of workingmen. Plenty was replaced by the pinch of penury. The consuming power of the wage earners was lost, and every business interest has suffered with them, for the farmer did not escape. His export business is a trifle compared with the home market, and a large part of the two and one-half millions of wages which would have been paid out if the Cleveland years had been equal to the McKinley year would have found its way into the farmer's pocket. It would have gone not only to the local farmers, but all over the country, for fruit and vegetables, for beef, pork, lard, flour and corn, and as much barley as finds its way into beer. It is the workingman's dollar that moves the whole industrial world. In the Cleveland years there was plenty of money in the country, but there was no way of getting it into circulation. In the proper sense, money was not plenty, because work was not plenty, and work was not plenty because Mr. Cleveland and his party had closed the American mills and opened the mills of foreign countries. Values shrunk faster and farther than wages, and the classes and the masses are in the same boat. Free trade ruin has smitten with impartial hand both employers and workingmen, yet Mr. Bryan, when asked "How about the tariff?" smiles and says: "The tariff is not an issue this year."

It is true that a month hence the people of the United States will know definitely under what regime they are to live, for it will be ascertained whether there is to be, under Mr. Bryan, a continuation of the policy that has signalized the Cleveland administration, so sadly to the disadvantage of both the American workingman and the American farmer, or whether protection as represented by Republicanism and McKinley, will cause the revival and spread of prosperity. Unfortunately for Canada, the definite knowledge cannot come to this country. We are told by our new rulers that protection is to give way to the tariff for revenue idea, and we can reasonably infer that a deadly blow is to be dealt to our manufacturing industries, which give employment to so many thousands of Canadian workmen, who are consumers of so many millions of dollars worth of the products of Canadian farmers. Our government declines to say along what lines reductions in the tariff are to be made. Of course sufficient time should be allowed for investigation and consideration, but business cannot flow in its full volume and usual direction under the harrowing uncertainty that now signalizes the situation.

The Edwards lumber company will substitute electric cars for wagons in hauling their lumber to Ottawa.

THE TORONTO FAIR AND AMERICAN EXHIBITORS.

Our esteemed American contemporary, *Farm Machinery*, of St. Louis, of which C. K. Reifsneider, otherwise known throughout the trade in the United States as "Eli," has an interesting article about the recent Toronto Industrial Exhibition and the American exhibitors thereof, and illustrates the interest that American manufacturers take in showing their products and selling them to Canadian consumers. Our contemporary says

Thinking it might be of interest to the many thousand readers who read "Eli" each week, to know what American manufacturers were seeking Canadian trade, and were showing their implements at the great Toronto exhibition, which is the fair of the Province, and which is far ahead of any of our American State fairs, we spent two days at the fair grounds and found many representatives from the States in attendance.

From an official source we learn that a prominent harvest firm in New York, had six of their officers and salesmen at the fair, trying to learn what their Canadian competitors were doing.

The exhibition grounds, proper, are more complete and extensive than any of our large fairs possess, and the management is as nearly perfect as can be.

One thing noticeable is that the fairs are conspicuous by their absence, while entertainment is furnished far beyond any attempt made by our home managers.

Season passes are furnished to all exhibitors and their helpers. Every courtesy possible is extended to both workers and visitors, and an attempt is made, with very decided success, to bring the people to the exhibition and interest them while there. An admission fee of twenty-five cents is charged. Ten cents is charged to the Dog and Cat Show building, and twenty-five cents to the grand stand. Good and substantial meals are furnished on the grounds for twenty-five cents.

One large building, devoted entirely to bicycles and sporting goods, contained about fifty exhibits. No wheels made in Toronto were shown, an agreement having been made by the makers here to keep away from this show and have an exclusive wheel show later in the season. First in the building we come to the American, from Chicago, but "Baby Bliss" is present only by photograph. Morgan & Wright tires from Chicago, had a very pretty booth, while The Kelly Manufacturing Company, from Reading, Pa., had about fifteen samples of their different wheels, including their new baggage delivery tricycle.

The White Sewing Machine Company, Cleveland, had their 1897 model, as well as samples of their other wheels, one of the best arranged spaces in the building. Next to them, and as nicely displayed, was Bean, Chamberlain & Company, Hudson, Mich., with "The Hudson."

The Punnett, of Rochester, under the name of the New Barnes, had a corner of the regular Barnes "White Endow" space.

The Overman Wheel Company, with Victor wheels, and the Winchester Arms Co., with a line of rifles, pistols and knives, filled out the American portion of this building.

In the Implement Hall, the first noticeable space was "Deering, Chicago," with corn harvesters, Pony harvesters, hay rakes, mowers and single reapers.

Next came McCormick's table harvester, here called the Bindlochine, in care of Cossit Bros. Company, Brockville, the Buckeye frameless, from Akron, in charge of their Canadian agent, and the W. A. Wood single apron, in charge of Frost & Wood, Smith's Falls, Ont., were the representative harvesters from over the line.

Buckeye pattern mowers were shown by Frost & Wood. S. L. Allen & Co., Philadelphia, had a large space full of Planet Jr. goods, in charge of Steel, Briggs, Seed Co, To