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AND INDUSTRIAL WORLD.

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**Editorial Notes.**

The office of the CANADIAN MANUFACTURER has been removed to Room No. 5, Mechanics' Institute, corner of Church and Adelaide streets. One stair up, turn to the right.

In consequence of the new American tariff the business of manufacturing shellac varnish here for export to the States is done for. Twenty cents per gallon, and the regular tax on the alcohol contained in it besides, is prohibitory.

The town of Dundee, with its manufactures of linen, jute, and hemp, is the subject of one of Mr. Porter's letters on "Industrial England," elsewhere copied. The table of wages, in particular, will be found valuable for future reference.

In our legal column will be found a synopsis of an important legal decision, recently given in the United States Supreme Court. It is held that parties holding stock as collateral security merely, are not liable for debts of the company whose stock they hold.

In our Railways and Shipping department we copy an article from the Philadelphia *Railway World*, on the subject of the transfer of carriage of crude petroleum from railways to pipe lines. The article is worthy of special attention on account of the almost startling fact brought to light, that already three-fourths of the petroleum delivered at Buffalo, at Cleveland, and at tidewater, comes through pipes instead of being carried over the rails as formerly.

In connection with what we have said elsewhere on the subject of prison labor, the following recent despatch, which came to hand since that article was in type, is of interest:—  
"Pittsburgh, March 7.—The Grand Secretary of the Knights of Labor will shortly issue a circular to the members of the order in New York and Pennsylvania, calling on them to

organize an opposition to the convict labor system, and send protests to the Legislature. He says the question will make a political issue next campaign."

We have received from Mr. John C. McLaren, 10 and 12 St. James-street West, Montreal, his catalogue and price list for the current year, extending over some 45 pages, tastefully got up, and including articles used by manufacturers in the cotton, woollen, and other lines. He manufactures at his establishment leather belting, leather hose, lace leather, picker leather, loom strapping, and other factory requisites, and deals in such supplies as slasher cloths, rubber belting, canvas belting, patent cotton belting, linen rubber-lined hose, rubber hose, etc., etc.

As manufactures increase and spread in Canada, the popular demand for factory legislation will increase too, just as it has done in Great Britain and the United States. Manufacturers would do well, therefore, to acquaint themselves with what British and American factory laws respectively are, and to prepare themselves for what is surely coming. In another page we copy certain extracts from the report of Mr. Blackeby, Government Commissioner, on the factory laws prevailing in several of the neighbouring States. Mr. Lukes, the senior Commissioner, went to England on a similar errand a few months ago, and doubtless a report from him on the same subject may be expected shortly.

English manufacturers are as a body strongly opposed to the Canadian N. P., but the makers of textile machinery form an exception to the general rule. They are taking great interest in the new demand for their machinery here, and already they have largely assisted our cotton and woollen companies by taking stock instead of cash in payment of their bills. As an instance of this, it is mentioned that James Holt, an agent for English mill machinery, was in Kingston recently, in connection with the proposed blanket factory. He has taken a tour through Canada, and reports cotton and woollen mills in full operation and with plenty of orders on hand. The Valleyfield mill is being doubled in capacity; the Thorold new woollen mill is being erected, and a hosiery factory is in course of construction. Other mills are being extended. He reports cotton manufacturing brisker in Canada than in the States.

We take pride in the fact that the present age far exceeds all former ones as "the patent age of new inventions," to quote what Byron wrote sixty or seventy years ago. The material gain to the civilized world through new machinery and methods makes an immense aggregate; but there is another side to the picture which is not so pleasing to look upon. The aggregate waste from the discarding of old machinery and old methods, to be replaced by new improvements, must be something enormous; and the thing is going on all the time at a tremendous rate. It is obvious at a glance that the greater, the more numerous, and the more important such new improvements are, the greater must be the loss on the old machinery and methods forced out of use in consequence. Take as an example the following, from the *British Trade Journal* of a recent date: