

There is a door on each side of the line, with which line the shelves and counter run parallel, and thus there is a Canadian store and an American store, each with its own entrance. On the Canadian side are Canadian goods, such as woollens, blankets, dress goods, ready-made clothing, fur coats and robes, carpeting, buttons, sugar, and some lines of hardware. On the American side are cotton goods, prints, Yankee notions, tobacco, jewelry, kerosene oil, etc., and on this side firm produce is taken in exchange. The Canadian and American goods are kept each on their own side, and no attempt is made to conceal the fact that both are there. The Canadian customer can go in at the Canadian door, purchase Canadian goods on the Canadian side, and go out again without having crossed the boundary line at all, and the American customer can do the same on his side, but while the store-keepers keep the two classes of goods separated they do not ask the customers any questions, and they can buy at either counter and make their exit by either door.

Stores of this kind are chiefly found on the line between the Province of Quebec and the States of Vermont and New Hampshire and the northwestern part of Maine, but they are not unknown on the line that divides northeastern Maine from New Brunswick. They are always a mile, generally several miles, from a custom-house station. It is related that one man who built a line store took up a boundary post and did not replace it. He afterwards sold out and moved away, and the post was set down at random by

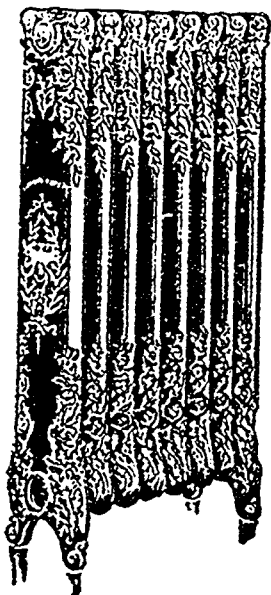
his successor. Sometimes a store is on one side of the line, with a warehouse exactly on the line. There are a few manufacturing industries located on the line, including, it is said, one that makes patent medicines and requires considerable alcohol.

In some places there are two stores, separated by but a few feet and connected by a board walk, by which goods can easily be transported from one building to the other. It is a very convenient arrangement for people who don't mind dodging the customs laws. A provincial man can step across the floor to the Maine side and buy some tobacco, and a Maine man can move across to the New Brunswick side and get some liquor, all under the same roof. Farm produce can be changed from Canadian to United States produce in short order. A manufacturer can get raw material from both sides. Canadian produce can be exchanged for Yankee jewelry or notions, Canadian woollens into American cottons, and so on. Of course it is not admitted for a minute that the line houses were built for smuggling purposes; but they are there, right on the line, and it would be a great relief to the two governments if they were not there.

FAILED TO GET ORDERS.—The efforts of the Canadian Manufacturers' Association to secure 2,000 tons of Scotch domestic coal for Toronto manufacturers at \$7 per ton, laid down at Montreal, failed. The offer was good until noon Monday, and enough subscriptions could not be secured. The secretary asked

quotations on 700 tons, as that amount was wanted. Many citizens applied, under the impression that the offer held good for the entire city, but were told that only manufacturers could subscribe for this shipment, as the association would only handle it to Montreal, and from there the individual manufacturers would have to take care of their subscriptions.

CANADA SOUTH-AFRICA TRADE.—The Allan Line steamship *Ontarian*, which sails from Montreal for Cape Town and other ports on Saturday will inaugurate the new service between Canada and South Africa. The Manufacturers' Association has been notified that the space has been very generously bespoken, and when the vessel sails she will have a large and valuable cargo under her hatches. In the *Ontarian's* refrigerator will be butter, while hay, flour, beans, peas, deals, dressed poultry and canned goods will form a large part of this, the first direct cargo, which will amount to about 6,000 tons measurement, the ship being filled throughout. The journey between Montreal and Cape Town is about twenty-eight days. The *Ontarian* will be followed on November 18 by the Elder-Dempster steamer *Melville*, and on December 18 the Furness Line steamer *Oriana* will be the third vessel to make the journey, sailing from Halifax and St. John. It is expected that the steamships on their return trips to Canada will bring back some cargo, consisting chiefly of wool. Considerable South African wool has at different times come to Canada by way of England.



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