

and the railway station as he has to pay for moving it one mile by rail, and a little more than 107 times as much as to move it one mile on the ocean. Or, it can be sent 35.7 miles by rail, 41.8 miles by canal, or 107.1 miles by ocean for what it costs to move it one mile by wagon road.

This is for the ordinary level and smooth country road. If the road has steep grades the cost is increased enormously, and in proportion to their steepness, as shown by the second table, and also by the unevenness or softness of the surface.

While producers are accustomed to complain, and often with just cause, of the exactions of transportation companies, it is here shown that bad country roads impose a far heavier tax on them. At the best, the cost of transportation by their own conveyance from their own farms or mills to the railroad is more than thirty-five times as great as the cost per mile after the railroad is reached. If the country road be rough, soft, or if it has steep grades in it, the cost is still farther and enormously increased. If the country road be very bad, the market is entirely shut out and no progress is possible.

It is reasonably clear, therefore, that there is no part of the great transportation question that so urgently demands solution as that part of it which applies to country roads. It overshadows all other questions affecting business in any country, and particularly in such a country as this. It overshadows all questions affecting taxation, for the cost of transportation is the greatest tax a producer has to pay. There is nothing the producers may not reasonably hope for if they can get easy and cheap access to market. There is nothing they can hope for unless they can get it.

EDITORIAL NOTES.

A FEW weeks ago, a letter was received at the office of this journal from a merchant doing business in the city of Rotterdam, Holland, enquiring the names of parties in Canada engaged in putting up evaporated and dried apples for export. His desire was to form business connections, looking to a trade in this and other similar Canadian products in Holland. We have made numerous enquiries, but have thus far been unable to discover the names of any parties in this country who are engaged in the evaporated fruit industry.

At the request of the proprietors of several large woolen mills, the Secretary of the Canadian Manufacturers' Association has sent out an invitation to about all the woolen mill men in Canada requesting them to attend a meeting to be held in the Board Room of the Association, in Canada Life Building, Toronto, on Tuesday next, 23rd inst. The object of this meeting is to consider the present condition of the industry and things affecting it. The matter is of much importance, and a consultation among the manufacturers very much to be desired.

THE British Post Office has given notice that hereafter the following articles, even though samples only, if sent by mail will not be delivered on arrival, but will be turned over to the customs authorities: cocoa, coffee, chicory, currants, figs, fig cakes, dried plums, prunes, raisins, apricots, tea, tobacco (manufactured or not, including cigars, cigarettes and snuff), hydrate of chloral, playing cards, and transparent soap in the

manufacture of which alcohol is used. The public is therefore cautioned against the posting of any of these articles addressed to Great Britain or Ireland, as they will not be forwarded by mail. Articles of glass and liquids, oils and fatty substances are also excluded from British mails.

AN anomaly of the Canadian law affecting shipping, consists in the fact that if a Canadian who has bought a ship in another country for use in this, can obtain registry for it only on the payment of a tariff duty. If the vessel has been registered in Great Britain or in any British colony, however, a Canadian register is not necessary to engage in our lake or coastwise trade. There are several steamers now being built in the United States for service in Canada, which will escape the payment of the tariff duty by being registered in St. Johns, Newfoundland. Being registered there makes them British vessels, and under the British Shipping Act, no British vessel can be restricted in trading in any British waters.

A LETTER received from the Waterous Engine Work Company, Brantford, Ont., informs us why they are not making a large display of their machinery at the World's Columbian Exposition at Chicago. They have been crowded with orders for machinery which had to be delivered on time, and this obliged them to increase the number of their workmen ten per cent., and to run their shops fifteen hours per day during the past winter and up to the present time. The only machine that they have been able to send to Chicago, is a 5-mould Simpson dry press for brick-making, and that is now erected in Machinery Hall at Jackson Park. Mention is made elsewhere in these pages of some of the machinery the Waterous Company have recently been turning out from three departments of their works.

It looks as though Hamilton is really to have what will be the first blast furnace ever erected in Ontario. The New York capitalists who have been engineering the matter for some months seem to have made arrangements satisfactory to them by which they will invest \$400,000 in an iron plant, and later a steel plant at similar cost, the City of Hamilton to donate eighty acres of land at a cost of \$40,000, to pay a cash bonus of \$40,000 when the blast furnaces are completed, and \$60,000 more when steel works are ready for operation. Now let the Ontario Government give a bonus of \$2 per ton upon the pig iron the concern may produce; and let the Dominion Government allow the coke for fuel to come in duty free. Also let it put a duty of not less than \$10 per ton on all imported scrap iron, so as to make a market for pig iron, otherwise much of it cannot be sold.

THE electric motor is becoming a factor of importance in transportation in many places, although it is not as likely to supersede the steam locomotive as some of its sanguine advocates claim. Under present conditions the steam motor is more economical than its electric competitor, except under circumstances found only in the few places where large water powers can be cheaply utilized; but the electric locomotive can be used in many cases where steam and smoke are annoy