

MORE FORGERIES.

Some very extensive forgeries have been committed by one James McIntosh, sewing machine and organ man, at Alliston. They reach fully \$20,000 and they were all very cleverly done. His *modus operandi* was as follows:—He would sell a man an organ or sewing machine, take his note therefore and then make sixteen or seventeen copies of the original. By this means he supplied himself with abundant collaterals with which to go to private banks, and money lenders, giving his own note for the loan and the forged collaterals as security. Not content with this he got his friends to endorse for him besides, which some of them did to their sorrow. It is useless to say that he has levanted. The Bank of Hamilton has a good deal of his paper but there are not so many forgeries among its collaterals as there are in the hands of private banks and money lenders. It is one of the most complete things ever heard of, as it has been going on for some years. The fellow was a steady and industrious man and the probabilities are that he has got away with a pretty big "pot," though some people think not. Doubtless he has been paying as much interest these last two years as to keep two or three families in affluence. In his new sphere across the border he will be eligible for the highest honors and will rise to an exalted position living to a grand old age when he may possibly teach his descendants how, by a steady and unswerving nerve, mingled with shrewdness and a lack of scruple, he attained his present dignity and honors.

MANUFACTURERS' NOTES.

Regarding railroad freights and favoritism, whereby one dealer or shipper is furnished with a weapon in securing trade, a Chicago correspondent writes:—"A good many franchises are granted by the dear public, said franchise being in many instances only of value to the projectors of the said new schemes, obtained with the view of being gobbled up in the capacious maw of some larger corporation, thereby necessitating an increase in already enormously fictitious values and causing additional sources for indirect taxation and disturbances to the business interests. The majority of dealers and manufacturers would buy more readily and in larger quantities, without so much display of hesitation, were it not that a number of our one-horse railroads are keeping the whole subject of freights in a continuous turmoil."

There is material for serious study in the reports of coal consumption, says the Philadelphia Record. The output of the anthracite companies for eight months of the present year was 769,357 tons less than the production for the corresponding period of last year. It was over one and a half million tons less than the amount sent to market for the first eight months of 1883. There is evidence of a steady decline in anthracite consumption, while the volume of the bituminous trade up to this time has exceeded the output for the same period of 1884 by 443,473 tons. The decline in the aggregate consumption of anthracite and bituminous coals is traced by many to the inactivity of the railroad and iron interests, but the Record thinks it is probable that the gigantic combination of coal carriers and producers is responsible for most of the demoralization of the trade and for the curtailment of demand.

A Swedish engineer has invented a machine for separating iron ore. A hollow cylinder is caused to rotate horizontally by means of cog-

wheels at its ends. In the centre of the cylinder is a kind of drum of iron bars which is made highly magnetic by an electrical apparatus. Iron ores are fed over the cylinder as it rotates, and the fragments adhere to it so long as the magnetic action of the iron drum suffices to offer the necessary action, but fall off on the reverse side in three distinct heaps, according to their richness. The feeding must be done very carefully, and the ores must first be crushed. The power required is very small. Herr Wenstrom is the inventor's name.

It has been stated by a Boston paper in referring to the investigation of internal heat of the earth by the German Government that a shaft sunk at Schladebach has penetrated about 4,566 feet underground which is believed to be the greatest depth yet reached by boring. At this point the earth's temperature is 120 degrees Fahrenheit. But the *Oil and Drug Reporter* declares that "the deepest well in the world" which of course is an American one, is now 6,000 feet down. This hole is stated to be at Homewood Pa., and the owner thereof George Westinghouse, jr. His object is to find natural gas, the discovery and use of which has given Pittsburg such an advantage in the way of cheap fuel. The average depth of the Homewood wells, it seems, is 1,850 feet. There are in Washington county some wells drilled to a depth of 4,000 feet says the *Reporter* and the only other so far as known approaching the depth reached by Mr. Westinghouse is an artesian well in France, at which a depth of 5,000 feet was reached.

One of the most peculiar freaks of heat, noticed by the Philadelphia insurance inspectors, was shown by a wooden box lined with cement, which was used for boiling cloth in pure water. On tearing away the box what was originally 3-inch pine plank was found to have been reduced to charcoal or carbonized for two-thirds of its thickness from the inside. The box or tub contained water, boiled by introducing steam, and from some cause the wood was changed to a condition of charcoal by the heat, although almost improbable, naturally attracts attention to steam-pipes as a cause of fire. From the experience of those using steam it is now regarded as unsafe to allow pipes to rest upon the wood.

The *Locomotive*, (which chronicles the experience of the Hartford Boiler Inspection and Insurance Company) in its July issue, under the heading of "Crystallization of Iron" points out, that if a boiler be well made, of good material, and properly cared for, there need be no fear of its becoming unsafe through molecular change in the plates during the ordinary life-time of the boiler. Any such change it attributes to over-heating of originally bad material, or of good material when the scale or sediment deposited by the feed water is not properly cleaned out. In the same issue, the *Locomotive* illustrates a properly designed arrangement of steam connections for a battery of boilers, so that the effects of expansion, and any settling of the boilers after they have run a short time will not cause rupture.

The following patents have been granted to citizens of Canada by the United States Patent Office: Robert Aitken, Brampton, band-cutter and feeder for threshing machines; T. G. Cooper, Jarvis, black-leaf cheque book; John Harris and Josiah Lucas, Brantford, self-binding harvester; John Harris and Josiah Lucas, Brantford, mechanism for dumping the bundle-carriers of harvesting machines; James Wedlake, Brantford, and L. M. Jones, Winnipeg, grain binder; Peter

Fraser, Hamilton, machine for making upholstery springs; Edward Gurney, and C. Sellers, Toronto, steam and water boiler; Edward Gurney, and C. Sellers, Toronto, furnace; J. S. Heath, Brantford, combined seeding and drilling machine; J. H. Stone, Hamilton, tubular lantern; Robert Patrick, jun., and G. Godfrey, Galt Ont., apparatus for washing piece goods.

—The Brandon Board of Trade has drawn up a memorial which it is intended to present to the Governor General in Council. This memorial sets forth that no provision for the inspection of and grading of grain exists in the city of Brandon, the nearest point for the roading and fixing of values of grain is at Port Arthur, 868 miles away, which is a source of trouble and loss.

Furthermore it is claimed that Brandon is the business centre of a larger and more populous district than other places in Manitoba and the North-west. Over 800,000 bushels of wheat were marketed, and shipped thence last season.

The Board declares that the smaller city has four elevators, soon to be five, and has the best cleaning and shipping facilities in the province. And then it proceeds to "go for" Winnipeg, declaring that it has no facilities whatever for the shipment of grain, and complains that that city, "not being in any sense either a grain market or a centre of the grain trade, not possessing even a public flat grain warehouse, has been named an inspection district—the only one in the province—thus discriminating against other points possessing greater claims to be regarded as centres of the grain trade."

They don't desire the exceptional privileges granted to Winnipeg to be withdrawn, but urge very naturally, that Brandon, Manitoba, be set apart as an inspection district, and an inspector be appointed there at the earliest possible date.

—A deputation of business men from Kingston will attend the meeting of the Fire Underwriters' Association at Ottawa. An effort is to be made to have the present fire insurance rates charged in that city reduced. The Kingston Board of Trade is anxious that a connection shall be made between that city and the Napanee and Tamworth Railway. A committee has been appointed to confer with the directors.

—Six-penny telegrams, so long talked of, have at last been adopted in Great Britain. And to meet the extra demand anticipated upon their adoption, three new trunk lines of wire have been erected. Some 20,000 miles of new wire have been built, the first from London to Newcastle; the second from London, north of Birmingham to the west of Chester, half-way between Manchester and Liverpool, through Wigan and Lancaster, to Carlisle; the third over the London and Southwestern Railway to Exeter and Plymouth. Similar extensions on a smaller scale have been made in Scotland and Ireland. Submarine three-wire cables for service under the water have been provided for the use of the Channel Isles, the Isle of Man and the Orkney and Shetland Islands. Large additions have been made to machinery and apparatus, and to work this enormous increase the staff in the United Kingdom will be augmented to the extent of 1,200 telegraph clerks and over 1,000 messengers.

—A restless ambition to conquer the whole world of retail trade, and to dictate terms