

THE  
**Canadian Manufacturer**  
 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.

The St. Paul *Pioneer-Press* discredits the rumor that members of the C. P. R. Syndicate have had to sell out of the St. Paul, M. & M. to raise money to build the Canadian road.

The other day a carload of dressed beef was shipped at Belleville for Winnipeg. The operation will be reversed at an early day, when beef will be coming east instead of going west.

The San Francisco *Merchant* says that the system of dividing up large ranches into small homesteads is spreading in Southern California. Small orchards and vineyards are becoming numerous. These small homesteads are supplied with artificial irrigation, and are cultivated to the highest degree.

The Lachute *Watchman* complains of the high price of wood there. Those who have the timber think that buyers must have wood whether or no, and now the latter are beginning to think of trying coal as a relief. This seems a strange state of things in a district where wood is so abundant as along the Ottawa River.

Recently the Bank of Nova Scotia refused to take the notes of the Maritime Bank, St. John, N.B. A document expressing confidence in the latter bank was circulated among the business men of St. John, and was extensively signed by responsible parties. The Bank of Nova Scotia rescinded its order, and now the notes of the Maritime Bank are received as before.

*Bradstreet's* has a long letter from Vienna, drawing attention to the rapid development of petroleum production in Eastern Europe and Asiatic Russia. In Roumania, in Southern Russia, in Hungary, and on the shores of the Caspian Sea, are apparently extensive oil deposits, which are now being worked with great energy. The result is that Europe is far less dependent upon America for its oil supply than it was a year or two ago.

We copy from the St. Louis *Age of Steel* an article on "Important Subjects to Think about," which will be of interest to manufacturers generally. The absorption of small concerns into great companies, the question of strikes, and the employment of children in factories, are the subjects discussed. We quite agree with our contemporary that these are really "important subjects to think about," and worthy the attention of manufacturers. It is of interest here to observe how matters are drifting in the States.

The doubling of the Grand Trunk track from Toronto to Montreal is already begun, and will be finished during the present year. It is really something which ought to have been done years ago, but we must suppose that circumstances did not permit. The improvement will be an important one, however, when it does come; and, along with the opening up of the Ontario and Quebec line, will almost revolutionize traffic between the West and the great ocean port of Canada. At present we can scarcely realize what the magnitude of the change to be wrought by these extensions of railway facilities must be.

The *Canadian Manufacturer* has entered upon the second year of its existence. In noticing the fact our contemporary remarks: "The existence of such a journal is a permanent requirement in Canada, and it will always be the more necessary the more that manufactures grow and spread in the country. As the manufacturing interests become more diversified and expanded, the task of efficiently representing them in the press is constantly becoming larger and more important than before." The *Canadian Manufacturer* has carried out the promises made in its prospectus. We are glad to hear of its prosperity, and hope it may long continue.—*Ottawa Citizen*.

Recently a collapse came in the English tin-plate trade, and several heavy failures occurred. The principal reason why is thus stated by an English periodical, *Iron*:—"Without any regard, apparently, to the powers of consumption, the production has been rapidly increased within the last two or three years. In 1879 it amounted to 4,250,345 boxes; in 1880 it rose to 6,000,000 boxes; and in 1881 it was 6,298,960 boxes, an increase of almost fifty per cent. within two years. It is true that the exports also show a large increase; but, it may be asked, how much of this is due to a natural expansion in the foreign demand, and how much to shipments forced on account of the necessity of getting rid of the large make? Apart from this consideration, however, the fact is that the exports have not grown in anything like the same ratio as the production. In 1879 this country sent abroad 3,534,169