

any complaints that the drought has injured the crops, the Senator replies that it does not seem to have injured the crops in the Winnipeg district, but it is possible that from Broadview west the crops will be light.

THE ALLAN LINE OF STEAMERS.

Additional steamers have just been acquired by the Montreal Ocean Steamship Company for the Atlantic service, and new ones are building for the River Plate service, to be ready next month. The Messrs. Allan have purchased the steamships "Grecian Monarch" and "Assyrian Monarch"—the newest and largest steamers of the late Monarch line—and have changed there names to those of the "Pomeranian" and "Tyrolean" respectively. The dimensions of the former vessel are 381 x 43 x 33.1 feet, with a gross tonnage of 4,364 tons, and the dimensions of the latter 360 x 42.7 x 32.2 with a measurement of 3,970 tons. Besides being large carriers of cargo the "Pomeranian" and "Tyrolean" have each capacity for 46 cabin, 52 intermediate and 1,500 steerage passengers.

The same line has under construction by D. & W. Henderson, on the Clyde, two steamships for the River Plate of 330 ft. keel, 41 ft. 9 in. beam and 28 ft. 3 in. hold. These steamers are to be named the "Rosarian" and "Monte Videan," and will measure about 3,500 tons each.

The Allan Line now consists of a fleet of thirty steamships with a tonnage of 96,820 tons, and thirteen iron clipper ships, with a measurement of 18,232 tons, a total of 114,552 gross tons register. The regular direct steam services of the Allan Line cover the ports of Liverpool, London, Glasgow, Derry, Galway and Queenstown in the United Kingdom, and St. John's, Nfld., Halifax, Quebec, Montreal, Portland (in winter), Boston, Philadelphia, Baltimore and the River Plate, on this side of the Atlantic. Their iron clippers are almost wholly engaged in the trade between Great Britain and the Pacific. This noble fleet carries the beaver and maple leaf ensign of Canada to the great cities of both hemispheres.

TORONTO PERMANENT EXHIBITION.

Flowering shrubs and plants at the doors and along the galleries—a fountain playing in the centre—music at intervals. Such attractions one does not quite expect in a business-looking block such as that at 63 to 69 Front street west. But they are provided, in addition to the industrial attractions of the place, by the tasteful proprietors of the Permanent Exhibition in this city, a scheme we had already noticed while yet only a project, but which is now a creditable reality.

The premises consist of three stories, each 95 by 105 feet, connected by elevators, the highest floor broken by a well-hole admitting ample sunshine from a large circular skylight. Entering from Front st. near the Queen's Hotel, the visitor finds himself confronted by many displays of merchandise, Canadian, British or American, arranged on stands along corridors: Bertram & Sons' machinery; Stahlschmidt's desks and furniture; R. W. King & Co's. knitting machines; Robin & Sadler's belting; Crompton's corsets; Grand & Toy's stationery; Gold-flake and other tobaccos from the Globe Tobacco Company; preparations from F. F. Dalley & Co., of Hamilton. Passing up the stairway and into the gallery, one comes first upon the display of C. Boeckh & Sons' brushes and

wash-boards; then H. R. Ives & Co's. fencing, cresting and miscellaneous hardware, and the products of the Barnum Wire Works, &c., &c.

The basement floor offers between 9,000 and 10,000 square feet of space for storage of merchandise. Here, too, are situated the engine and shafting to put in motion the machines of exhibitors overhead. In addition to the cosy counting-house quarters of Messrs. Nicholls & Howland the proprietors, there are upon the ground floor three offices neatly furnished, for the use of exhibitors, their representatives and customers. The enterprise gives good promise of serving a very useful purpose and the premises are well worthy of a visit.

DRY GOODS ITEMS.

In what way the genuine Balbriggan hosiery can be distinguished from other makes is told by an Irish correspondent of the *Warehouseman and Draper*, who writes that Balbriggan hosiers are complaining of a growing habit with some other makers of selling inferior grades of cotton, cashmere and merino hose of their own make as "Balbriggan Hose." Retailers are being largely imposed upon, and the reputation of real Balbriggan hosiery for durability, beauty and finish is suffering accordingly. The remedy is a very simple one. Merchants, wholesale and retail, who wish to buy Balbriggan hosiery have only to see that the trade marks of the makers (as "the stockinged leg," "a lamb carrying a cross") are stamped upon what they purchase to secure the real article.

Reports received last week from seven counties in Carolina and twenty in Georgia show that the cotton crop is damaged from excessive rains causing rust, shedding, and in some localities worms. In the lowlands contiguous to rivers and streams, overflows have done serious damage. The damage already done is estimated at from ten to fifteen per cent. in different districts.

Among the wonderful things of recent days is a process for making wood a textile material. In Europe, Wolf has patented a process for preparing a long fibre suitable for spinning from wood. The wood is cut in long shavings and then boiled under pressure with bisulphite of lime solution, as in the manufacture of pulp by the sulphite process. It is then washed in the boiler, and next dried and beaten. If beaten wet, only pulp is obtained, but if beaten dry, long and fine fibres are obtained. The machinery ordinarily used for picking, carding and spinning cotton is employed in this case. If the boiling with bisulphite is only continued from 20 to 30 hours, a product suitable for the manufacture of rope is obtained, while for cloth the boiling should be continued from 40 to 50 hours.

The output of the Barbour Flax Spinning Company's mills and Barbour Brothers' jute industry at Paterson, N. J., is estimated at eighteen tons of finished material per day. Of this total, about four tons are jute yarns, from five to six tons flax yarns, both used mainly for carpet warps, and the remaining eight or nine tons are linen thread.

According to *Wade's Fibre and Fabric* the firm of D. Goff & Sons, Pawtucket, R. I., have begun the manufacture of Canton matting. "The article made at Pawtucket is perfect on both sides; that made in the East is perfect only on one side. The matting woven on Mr. Lindsley's looms is about a yard wide, and the looms now in operation can weave 150 yards per day."

A firm of Smyrna rug manufacturers in Philadelphia, has succeeded in adapting a power-loom to make rug weft, and has now two of the looms set up, and operated one for three months. These are two yards while a new one is to be three yards wide. An arrangement of the heddles gives the necessary twist, and thirty yards per day of two-yard wide cloth can be woven. Any plain cloth power-loom can be adapted to the work, says the *Carpet Trade Review*, and any manufacturer can use the loom, as there is no patent on it, for weft weaving.

Spontaneous combustion caused a loss by fire of \$6,000 in the Parker River Woollen Mills, at Georgetown, Mass., one night last month.

The works of the Kingston Hosiery Company are fitted with Claringburn full-fashioned hosiery machinery, the patentees of which has been making a short visit to the U. S. and Canada, with a view to introducing his several patented machines.

Rather startling discoveries were made recently in regard to employees in several Little Falls knitting mills stealing knit shirts, thread and buttons. The Little Falls Knitting Company, who had suspicions of one employee, caused a search warrant to be issued, which resulted in finding at the house of one woman twenty-eight shirts packed away in a box. She claimed the goods were sent there by a woman employed at the Little Falls, and a warrant was issued for the arrest of the latter. Some of the shirts found were taken from the Rockton Mills. "It is probably," says the *Manufacturer*, "surprising to learn that manufacturers here have been robbed in this manner for nearly a year."

The following story of a smart saleswoman is told by the *Boston Budget*:—One of the visitors to a prominent Boston millinery shop the other day was a lady who was evidently seeking an article of headgear that was both neat and cheap, out who, thinking it would hurt her dignity to state exactly what she desired, consumed the time and patience of the saleswoman by inspecting nearly every hat or bonnet in the place. She had one invariable comment as she returned each article to the saleswoman, saying that it was "too decided," whatever that might be. At length she said with an air of condescension: "What I would like to see is one of those nondescript nothings—you know what I mean." The saleswoman had not the remotest idea of what was meant, but, disgusted with the trifler and her monotonous comment on what had been shown her, replied ironically: "I am sorry, madam, I cannot suit you, but we neither deal with nor in nondescript nothings; on the contrary, our goods and our patrons are all very decided."

The money which built the new racing yacht, "Thistle," is said to have come mostly from Clark, the Paisley thread manufacturer. O.N.T. was the mystic device adopted by the founder of that house, meaning not "Our New Thistle," but "Our New Thread," and backwards, not "Take No Odds," but "Take No Other." The two crack racing cutters of all England are the net products of Scotch thread and Irish whiskey. The "Thistle" is the thread boat and the "Irex" belongs to one of the Jamesons, the great distillers of Dublin. Many an English and Canadian sport is wishing that in the race on the Atlantic coast next month the "Thistle" may beat the much-vaunted American yacht, the "Volunteer."