

United States, and no mean market of our own, almost any other manufactures could be successfully established.

There is no bridge across the river at this point, a ferry being the only means of crossing. A large part of the farming population is on the opposite side, and the need of a bridge is great. Every effort is being put forth by the people to persuade the Government to construct a bridge. The growth of the town will be seriously handicapped until this convenience is built.

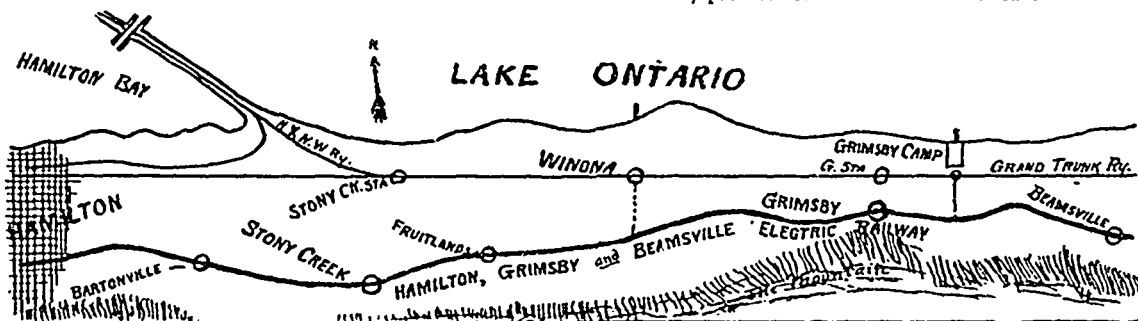
The St. John River affords a splendid means of transportation, but for lack of enterprise it remains undeveloped. The village is incorporated under Act of Provincial Legislature, 1893, for the purpose of taxing for water for fire protection and domestic use. A waterworks system, involving an expenditure of \$4,000, is being constructed. There are stores, apothecaries, tailors, milliners, dressmakers, butcher, tanneries, shoe and harness shops, barbers, physicians, etc. There is no bakery, laundry, jeweler, tinsmith or lawyer here. There are three fine church edifices, and public halls, fraternal societies, superior school, etc.

Hartland has every prospect of becoming the largest town in this or any adjoining county. FRED. H. STEVENS.

Hartland, N.B., November 1st, 1894

### THE HAMILTON, GRIMSBY AND BEAMSVILLE RAILROAD.

On the 17th ult. the new Hamilton, Grimsby and Beamsville Railway was formally opened by an excursion given by the directors to Grimsby, the present terminus of the line. The weather was delightful, and about four hundred people took advantage of the invitations. This new railway runs through a district of Ontario which is commonly called the "Garden of the Province." Settled by prosperous farmers since the beginning of the century, it has gradually attained a wide reputation as a fruit growing country, the peaches, grapes, pears, apples and other fruits of the Niagara peninsula having now a wide fame. With Lake Ontario on the one hand, and the "Mountain," over which the cataract of Niagara thunders, running parallel with the lake, the scenery has elements both of the grand and the picturesque. That a road drawing the trade of such a region and reaching the villages of Bartonville, Stony Creek, Winona, Grimsby, Grimsby Camp and Beamsville will prove to be a paying investment, THE ENGINEER has no hesitation in predicting, and the enthusiasm of the visitors who went over the new road on the opening day was well justified. Already a new post-office and village, called Fruitlands, about two miles east of Stony Creek, has come into existence, as a result of the opening of the road, and it



is probable that some of the park schemes that are talked of will now be carried out. The new line will give ready access to the markets of that enterprising city of Hamilton from points east, while at the same time the villages on the line will reap the benefit in an increase of summer visitors from the city. The run is now made from Hamilton to Grimsby in a little over an hour. The road will be twenty-two miles long in all when finished to Beamsville, and will give transportation facilities to a rural population of over twelve thousand. It runs along the main macadamized road from Niagara to St. Catharines, in many places skirting the foot of the mountain and affording delightful views. We have before given information concerning the construction of the line, and need only add now that the line is well equipped with freight and passenger cars, and has a fine steam power-house at Stony Creek. From estimates made of the receipts of the road we learn that the directors anticipate an annual traffic of at least 300,000 passengers at ten cents per trip, and that about 150 cans of milk per day will be brought along the route at 15 cts. per can, and 500 baskets of fruit for at least a hundred days at 5 cts. per basket. This, with miscellaneous freight, mails and express business, will probably give a revenue of about \$50,000 per year to start upon. The accompanying map will show the position of the road, and its relation to Hamilton.

### REVIEW OF THE METAL TRADES.

MONTREAL, Nov. 2nd, 1894.

Dulness is the prevailing cry wherever we turn. There has lately been some little activity and signs that the cloud of depression was lifting, but these hopes have been shattered again, and we feel that the coming winter will not be characterized by any revival. There must, however, soon begin the dawn of brighter days, and let us hope that next spring will see improvements, before that we cannot expect much. The American manufacturers still continue to capture the bulk of the steel business. It is interesting but unsatisfactory to merchants here to watch the gradual diversion of this trade from England to the United States. A case in point will best illustrate at what low prices steel can be imported from across the line. We know of an instance where certain classes of steel are bought in Chicago, freighted to the Maritime Provinces, and after paying a duty of ten dollars per ton, the cost to the consumer is still below what he can purchase from our Canadian concerns or import from England. In Ontario, where the freight charges would be less, it is still more difficult to compete with the Americans. This is not only true of the raw material, but also of many kinds of manufactured steel, such as rake teeth, harrow teeth, and other parts of agricultural implements. These are being sold here at prices that are certainly extremely low, and it is difficult to say whether this condition is caused by dulness in the American markets (and when business there improves they will devote their attention to their own markets), or whether they have made a determined effort to capture the Canadian trade and have "come to stay." It remains a fact, however, that for a great many classes of steel the American market is ever so much cheaper than any other source of supply at the present time. The same condition exists in reference to many kinds of metals. Pig lead is now almost exclusively bought from the United States, except some small quantities of special brands. American brands of pig iron are also being much used here. This to some extent may be due to the coal strike in Scotland, which has prevented deliveries of Scotch brands and has increased the value also. A great advantage in buying in the American market is that they can give prompt deliveries, while it takes six weeks to two months and sometimes longer to fill an order in England. The values of Scotch iron and steel have dropped during the past two weeks, owing to the settlement of the coal strike. The dulness of the shipping interests shows the importations to have been very small. Nearly all countries have lately been upset by strikes, political strife, and other elements. It is gratifying to know, however, that many predict better times for next season. A lot of 600 tons

of No. 2 American pig iron was sold the other day to a large foundryman at nearly \$17.50. Bar iron trade is quoted steady at \$1.65. In tin plates there are a few sales at \$2.80 to \$2.85 for cokes, and some business in Canada plates at \$2.05 to \$2.07½, with smaller lots at \$2.10 to \$2.15. We quote prices as follows: Summerlee pig iron, \$20.50 to \$21; Eglinton, \$19; Carnbro, \$19; Ferrona, \$16.50 to \$17; Siemens No. 1, \$16.50 to \$17; wrought scrap No. 1, \$14 to \$15; bar iron, \$1.65 to \$1.70. Tin plates, cokes, \$2.75 to \$3; I. C. charcoal, \$3.25 to \$3.50; Canada plates, \$2.10 to \$2.15;terne plates, \$6 to \$6.25; galvanized iron, 4½c. to 5¼c. as to brand. Orford copper, 9½c. to 10c.; ingot tin, 16½c. to 18c.; lead at \$2.80 to \$2.85; and spelter at \$4 to \$4.12½; cut nails, \$1.70 to \$1.80.

THE new syndicate who now own the St. Thomas, Ont., electric street railway will ask for a franchise for the extension of the road on the following conditions, that after the expiration of the present lighting contract, a little less than two years, the company shall have the contract for lighting the city entirely by electricity at rates now paid the electric company for a portion of the city, 28 cents per lamp per night, the privilege to supply private consumers with electric light, the privilege to double track the road where claimed necessary, and commutation of taxes at \$60 a year, the present rate; four miles of track to be electrified before the franchise is confirmed.