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## Canadian Journal of Fabrics

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### THE CANADIAN TEXTILE DIRECTORY

A Handbook of all the Cotton, Woolen & other Textile manufactures of Can-  
ada, with lists of manufacturers' agents and the wholesale and retail dry goods  
and kindred trades of the Dominion; to which is appended a vast amount of  
valuable statistics relating to these trades. Third edition 487 pages, price \$3.00,  
E. B. BIGGAR, Publisher, Montreal.

### SITUATION OF THE WOOLEN MANUFACTURERS.

During the past month the Canadian woolen mills have been running, but only a few are going up to their full capacity, and while many are complaining of slack orders, all have reason to complain of the prices they get. This is partly due to the keen competition with English and German goods. In the case of the former a large quantity of tweeds and cloths have been unloaded on this market by English houses who have been disappointed in their expectations of doing a boom trade in the United States on the change of tariff. It is true that the prices of English goods have gone up in the past three weeks, but it is not believed here that the rise will be of long duration. But even if prices continue on this present level, English houses will be able to send considerable quantities of goods *in* *the*, while the Germans—adopting the scheme of sending in undervalued goods duty paid—are proving a new source of disturbance to the home manufacturer. The Canadian tweed manufacturers have suffered perhaps more than any other class of our woolen manufacturers, as fashion has run so largely into serges, worsteds and cheviots. Again, the manufacturer has suffered a good deal from the methods of the wholesale trade. To mention one point, eight or ten years ago any of the large mills would scarcely accept an order for less than ten or twelve pieces of a single pattern. Then the wholesale trade got them down to four and five, and at length to one piece of each pattern, while now they demand suit lengths and “ends.” A number of mills, in consequence, have dropped the wholesale houses altogether in the last year,

and sell to the retail trade, and more of the mill owners are considering whether they shall follow their example.

### ELECTRICITY IN MILLS.

George A. Goodwin, president of the Society of Engineers, of London, has an article in the *Textile Recorder*, of Manchester, regarding the economy of electrically driven machinery in mills and factories. “The method of driving factories,” he says, “has, up to the present time, been principally accomplished by the well-known systems of shafting, gearing, cotton ropes, and leather belting, but we are of opinion that the day is not far distant when electricity will become a successful rival to this old-fashioned manner of distributing power. The great losses that occur and are unavoidably present in the first-named system are so important that it becomes a matter of serious interest to those concerned to take note of the constantly increasing application of electricity to such purposes, the use of which tends so materially to diminish the working expenses.”

Such extremely satisfactory results have attended electrical driving in England and on the continent that doubtless many changes of this method of transmission of power will soon be made. One great inherent advantage in using electricity is that the distributing agent, viz., the cables, conveys the power practically without loss and only in strict proportion to the demand, while in the case of mechanical transmission, by shafting, etc., the loss by friction is considerable, being practically a constant quantity, whether full, partial or light work is being done, in many cases amounting to from 20 to 40 per cent. of the power available.

From the intermittent character of the work carried out in factories and workshops, it is well known that frequently only a very small part of the power produced by the engine is actually converted into useful work at the machines. In the present system of mechanical driving, a single accident to the main driving belt, shaft or gear, brings the whole establishment to rest; to obviate this is one of the chief advantages of electric transmission.

A further objection to the old system is the almost insurmountable difficulties of economical extension; for instance, to increase a 500-horse power plant to one of, say, 700 or 800-horse power, would need the almost