

in a metal room. The exhibit was in charge of Mr. C. W. Conner, superintendent of the factory.

The Northern Electric and Manufacturing Company, Limited, of Montreal, Toronto, etc., exhibited in the Industrial Building. Equipment was shown for the construction and operation of telephone plants. It is interesting to note that there are a quarter of a million Northern Electric telephones in use in Canada, ten per cent. of which are used in Toronto. The Northern Electric manufactures everything used by telephone companies, from the small rural concern to the large central energy plant. They also make a complete line of motors, dynamos, transformers, alternators, conduits, circuit-breakers, switches, arc lamps and Victor or flaming-arc lamps.

The Independent Telephone Company exhibited a line very similar in purpose to that of the Northern Electric. The Independent people, at their factory in Toronto, manufacture everything necessary for the construction and management of any telephone company, whether rural, ordinary central energy or automatic variety. The exhibit was in charge of Mr. Fox.

Displays of office furniture by Charles Rogers and Sons, much of whose output is handled by John Kay of Toronto and by T. Eaton & Company, who displayed various filing systems, desks, etc., and by the United Typewriter Company, whose well-known Underwood machine is a favorite, were all most interesting to the business man.

FURNITURE TRADE IN THE WEST.

The Winnipeg office of The Monetary Times reports that the furniture business in the West is good.

Until about a month ago, it was somewhat dull but not any more so than in other seasons; in the summer time their business is naturally quiet. One Winnipeg firm is trebling its warehouse capacity, and the Knechtel Furniture Company, of Hanover, Ontario, are building a three-storey brick building in Winnipeg for their Western trade. There is greater competition now than formerly. Since the financial stringency of two years ago, business this fall is just resuming its old-time activity. A traveller of a company here last week sent in a \$7,000 order representing one week's business.

The furniture dealers at Regina, like every other line of business, were caught by the slump in 1907 very much overstocked. The result of their experience at that time was to make them cautious. For this reason they have delayed sending in orders until the last moment, when they could be practically assured of the crop result. Just as soon as they knew this, the orders began to come in rapidly and, more especially, recently.

At Edmonton, the wholesale houses are busy clearing out their stocks preparatory to placing fresh orders. Shortly, the Winnipeg wholesale houses, and through them the manufacturers in Eastern Canada, should find a good volume of business coming to them from the West.

COMMERCIAL NOTES.

Mr. A. A. Tisdale has been appointed superintendent of the Winnipeg to Fort William division of the Transcontinental.

The custom officials in England and Canada have determined to stop the practice of shipping German goods to Canada as if of British origin in order to escape the preferential duty.

The Canadian West Indian Trade Commission, Lord Balfour, of Burleigh, Sir Daniel Morris, Sir John Dickson Poynder, Hon. W. S. Fielding, and Hon. W. Paterson—have met at Ottawa and will shortly hold meetings in various cities throughout Canada.

A few miles south of Peterboro borings are being made for oil and gas. So far the search has been fruitless. The surface indications are there but the result may be the same as on the Manitoulin Island a few years ago where the prospect seemed good. Much land was purchased, derricks were erected and although deep levels were reached no oil or natural gas was found.

Mr. A. McGill, chief analyst, Inland Revenue Department, Ottawa, publishes a bulletin upon 77 samples of so-called infants' and invalids' foods. Most of the foods which are poor in fat, he says, are directed to be prepared for use by an addition of milk. "It must be said," adds Mr. McGill, "that some of those foods directed to be prepared with water only would seem to provide a starvation diet for infants so far as the fat is concerned." Which should cause grown-up folks to be thankful for teeth.

IN TRANSPORTATION CIRCLES.

Matane and Gaspé Railway Developments—Jacob Schiff in Montreal.

Monetary Times Office,
Montreal, September 23rd.

The election of Mr. M. J. O'Brien, widely known as owner of the O'Brien Mine at Cobalt, and also as railway contractor, to the presidency of the Matane & Gaspé Railway Company, brings that railway once more before public attention, and will doubtless be a considerable asset to it. The railway starts at the St. Flavie station of the I.C.R. and connects with the town of Matane, in the County of Rimouski, via the south shore of the St. Lawrence. The contract for construction, which was given out by Mr. J. H. Beemer, some months ago, has been taken over and sublet to the superintendent who carried out the O'Brien contracts on the National Transcontinental Railway, in the Province of Quebec. Senator Choquette was the first president of the railway, which was incorporated a few years ago, and he still remains its legal adviser. No doubt the contracts will now shortly be completed.

Control of Union Pacific.

Mr. Jacob Schiff, of New York, a prominent leader in financial affairs of the United States, was in Montreal this week on his way home from New Brunswick. Mr. Schiff, who is close to most of the financial developments of the United States, sees no indication of troubles ahead in the financing world. "Disturbing elements," he said, "are happily far away and the country is at peace and again on the highroad to prosperity."

Being questioned more especially respecting the probable developments in connection with the Harriman stocks, he indicated his belief that J. Pierpont Morgan and his party were not making any attempt to obtain control of the Union Pacific and Southern Pacific Railways. When he was asked how otherwise he could explain the recent active buying in these stocks he said that there were other developments which he was not at liberty to disclose but which would account for this situation. Even were the Morgan group the purchasers, it would not follow that they were trying to obtain control.

May Be Embryo C.N.R. Fleet.

The purchase of the steamships "Cairo" and "Heliopolis" for three-quarters of a million dollars is made the occasion of an article by an English newspaper, asking if Messrs. Mackenzie and Mann have not invaded the shipping field. The article points out that these ships were built recently by the Fairfield Company, for the Egyptian Royal Steamship Company, and that they have been sold to the Northwestern Transport Company, a small line operating between Rotterdam and New York, and calling en route at Halifax. The manager of the company, Mr. Wm. Peterson, and Messrs. Mackenzie and Mann are considered to be closely associated.

The ships referred to, it is considered, would make about 18 knots on the Atlantic, or about equal to the better class of ships now running to Canada, and it is believed that the builders of the Canadian Northern are thus taking steps to secure adequate steamship service, to work in harmony with their line, when the same has been completed. Other reasons are also given for the belief that it would be to the advantage of Messrs. Mackenzie and Mann to take the action with which they are credited.

MARKET GARDENING.

Winnipeg, Sept. 21.

Market gardening in the vicinity of Winnipeg is a growing industry, and many carloads of vegetables are being shipped to the Winnipeg market annually, for local consumption. A large portion of these imported vegetables are grown in the vicinity of St. Paul and Minneapolis, on land which sells at from \$300 to \$500 an acre and requires extensive fertilization to insure good products. After paying the duty and freight these United States gardeners compete with those of Winnipeg, chiefly because the local production is not sufficient to meet the demand.

The area under cultivation in the vicinity of Winnipeg is increasing, and there are some fine stretches of land available. These gardens, in the main, follow the rivers; but much of the land close to the city is too high for the small capitalist. The extension of the suburban rapid transit lines, with a more progressive policy for handling the products of the market gardeners and farmers, will readily solve the difficulty.