

## Iron Mines of Manitoba

Continued from Page 671

ninety bushels of charcoal would be required to make one ton of pig iron. This would take four cords of wood, stumpage on four cords in Wisconsin, 60c, burning into charcoal, \$1.00.

Cords in Wisconsin.....	\$ .60
Cutting into lengths.....	1.30
Hauling and handling.....	1.60
Burning to charcoal.....	1.00
Loading on cars.....	.10
Interest and renewals.....	.08
Freight to furnace.....	.90
	<hr/>
	\$5.58

A trifle over 6c per bushel.

If, therefore, 90 bushels can be made from four cords of wood in Wisconsin at \$5.58 when they pay 60 cents for stumpage, I am well within the mark in my estimate of cost in making charcoal here on lake Winnipeg.

While in Montreal I learned also that they were from there supplying the Chicago market and other places in the states with mineral paint made from their own ores, and that would be an enterprise quite within our reach here. Now, a 30-ton-per diem-furnace erected here would make an output of 10,000 tons per annum. As our ore is 50 per cent ore, this would cause the mining and handling of 20,000 tons of ore and 850,000 bushels of charcoal, and as this could be done largely during the winter months, when our farmers have no profitable occupation, it would mean much for them, and much also in the cause of immigration.

Upon these 10,000 tons of pig iron—home made—at \$10 per ton, if we could dispose of it at twenty, or even fifteen dollars per ton, while the profit would be great the price, as compared with what is paid in the east, would, considering freight charges preclude any serious competition from eastern manufacturers, and while it would tend to check the outflow of money which is so ruinous to our province, it would, on the other hand, be the means of bringing in men and money to our country.

Development of iron in this province is one of the necessities and to absorb our output we want to see foundries everywhere. They can make all castings for our stoves, radiators, furnaces, water piping, agricultural implements and all other castings required in the province.

As we could, through foundries, also make car wheels at a less price than they are made for in the east, we should make a bid for the car wheels and railway iron required by the Canadian Pacific and any other railways entering the country.

The castings also required for the vast amount of machinery now going, and yet to go, into the great mining region to the west of us should be supplied from this province.

To conclude, I claim that the development of our resources in iron is a subject of the greatest importance in the future of Manitoba and the west, and if this convention can devise some means of getting on to that stage, and not only checking the ruinous outflow of money but in causing men and money to flow into the province, this meeting will ever be memorable in the history of Manitoba.

### Linens.

The Toronto Globe's last dry goods article deals with linens as follows: "The linen market remains firm. Stock's bought at this season's price should show good value. The sales of linens have been generally increasing. Most wholesale firms are giving special attention to this class of goods. Foreign buyers here are advised of advances ranging from 7 1/2 to 10 per cent. In many cases they postponed purchases until their arrival in the European markets in the expectation that they would

be able to replace their present lines at old prices. It remains to be seen whether they will accomplish their purpose or not. Among the foremost line in any linen stock are the tablings. These are classified as loom or cream damask, Scotch dice and bleached damask, alzarine with white and alzarine with green. The best selling line in table linens is the cream, otherwise called loom damask. This cloth has an increased demand this season, and is shown in some very large ranges, a 54-inch cloth retail at a low price being a special favorite. The 56 to 60 inch at medium prices are to have the chief trade. Floral designs are the best, although block patterns. The small design are selling freely. The tendency is towards larger patterns in floral and fern designs. Cream damasks this season have a very fine finish, which gives them that nice cream shade. The process that this cloth undergoes makes it bleach well in time by washing. In buying cream damask one does not get it burned through bleaching. All the fibres remain strong and as a result the fabric has more durable qualities. Scotch dice tabling, with or without borders, is having a moderate demand; 58 to 60 inch are considered the best widths. What is asked for is a good quality. Bleached damasks are the next best sellers. The narrow widths at low prices are selling slowly just now, while the wide cloths are sought the most. The choicest designs have small stars, spots and sprigs. The single cloths do not appear to effect trade on the piece goods to any perceptible extent. Fancy hemstitch damask cloths are for a high class trade. Alzarine tablings with green grounds came into favor last season and are steadily gaining ground. The alzarine and white has always been the leader. This must be the genuine alzarine color, the saffronine being no good. The very low price goods do not appear to sell freely. The leading designs for this season are squares, balls, moons, ferns and fancy figures. Bleached linen doilies are staple. Apron linens are scarce, and an advance on them is asked, ranging from 20 to 25 per cent. Designs are in checks and embroidered borders. Checked glass towelling in the fine and heavy makes has an active demand. The 15 to 22 inch widths are the most represented, the low lines having the most attention. Red and blue checks appear equally good. Scotch or Dutch border towellings are having many enquiries. The washed roller towellings in various widths, both in plain and twill, are in active request. Huck towelling in brown is good. The real Russia crash has a steady trade. Those who once buy this cloth usually prefer it to all other kinds. In certain sections of the country scarcely any other kind is used. Rough brown holland have been slow. They make a very good apron or summer suit. The washed or dressed hollands are used by tailors for 'stay lug'."

### Wise Economy in Business.

Economy and enterprise are both necessary to success, says an exchange, and too often the merchant fails to secure a great measure of prosperity because he considers these quantities contradictory, and cultivates one at the expense of the other.

Economy may consist in saving every scrap of paper, metal, string, wool, coal, etc., which has use and value, and may lessen expenditure; it may be extended to mean a wiser expenditure of money for fuel, light, wages, rents, advertising, and personal expenses, but the limit of this kind of economy is the proportion of actual waste which can take place in a given amount of gross profits.

So wherever economy fails to recognize the necessity of making more business on a scale of expenditure necessary for the larger activity, economy degenerates into a weakness, and not infrequently into a vice. It is always

both a vice and weakness when economy becomes meanness, and excites dislike and even hatred in the hearts of employees, relatives and the general public.

It is the desire of every merchant to find liberal as well as solvent customers, for there are few businesses in which sales counted chiefly to staple goods pay satisfactory profits. When a merchant deals with men able and willing to buy freely in choice goods, he cannot expect to be mean, close and exacting without showing these traits, and each time that he does so he cuts large slices out of his own prosperity.

The Port Arthur Pulp & Manufacturing Co., Port Arthur, is applying for incorporation.

## No Trouble

to furnish information about splendid Service offered via "The North-Western Line" from Minneapolis and St. Paul to Milwaukee and Chicago—it's a pleasure. If you contemplate a trip East, please drop a line to T. W. Teasdale, General Passenger Agent, St. Paul, and receive illustrated folder, free, with detailed information about the three superb trains leaving Minneapolis and St. Paul every day in the week, for Milwaukee and Chicago together with any special information you may desire. Your Home Agent will sell you tickets via this first class line and reserve you Sleeping Car Berths in advance on application.

## WISCONSIN CENTRAL LINES.

### LATEST TIME CARD.

#### Daily Through Trains.

12.45 pm	8.25 pm	Lv. Minneapolis.	Ar.	8.40 am	1.20 pm
1.25 pm	7.15 pm	Lv. St. Paul	Ar.	8.00 am	3.40 pm
	4.05 pm	Lv. Duluth	Ar.	11.19 am	
	7.15 pm	Lv. Ashland	Ar.	8.15 am	
7.15 am	10.05 am	Ar. Chicago	Lv.	5.00 pm	12.40 pm

Tickets sold and baggage checked through to all points in the United States and Canada.

Close connection made in Chicago with all transcontinental East and South.

For full information apply to your nearest ticket agent or

JAS. C. POND,  
Gen. Pass. Agt. Milwaukee, Wis.