

## THE CORRIVEAU-WILLIAMS SYNDICATE.

A charter was granted in 1885 to the Montreal Park and Island Railway Company, which had for its object the construction and running of railways or tramways to the summit of Mount Royal and to the various parishes on the Island of Montreal. By this charter the company was empowered to run electric railways and establish an electric lighting system practically everywhere except within the limits of the city proper, and provided that, if necessary to run the lines within an arpent of the turnpike roads, the trustees of such roads should first have given their consent. The capital was stated at \$500,000, with power to increase it to \$1,000,000. Owing to unforeseen difficulties practically no attempt was made to take advantage of this charter until its terms were undertaken by the Corriveau-Williams syndicate. This company have lately made an arrangement with the Street Electric Railway Company, whereby the former have exclusive rights except in the city and in Maisonneuve, Cote St. Antoine, St. Henri, and St. Cuneegonde. They already have contracts for running electric cars and supplying electric lights in the following municipalities:—St. Louis du Mile End, this fall; Notre Dame de Grace (including Blue Bonnets and Montreal Junction), in 1894; Sault au Recollet, this fall; Pointe aux Trembles, in 1895; Cote St. Michel, in 1896; St. Laurent in 1896; St. Leonard, Port Maurice, in 1896; and St. Genevieve, in 1897. The company hope, by running and trackage arrangements with the Street Railway Company, to run their cars and set down passengers in the centre of the city. This year they will have to rent power, but they propose next year to have two power-houses of their own, one on each side of the island. They also propose to build a belt line around the mountain, connecting with the park and cemeteries and taking in Notre Dame de Grace, Cote des Neiges, and Cote St. Antoine. On this line funeral cars for the cemeteries will be run. Another large belt line is one proposed to start from Maisonneuve to take in Pointe aux Trembles (with connection with Varennes and Boucherville), Riviere des Prairies, Sault au Recollet (with connection with St. Vincent de Paul), Bord a Plouffe, Ste Genevieve, Ste. Anne, Pointe Claire, Valois, Dorval, Lachine, Cote St. Paul, and Verdun. An innovation proposed by the company is to carry at night vegetables and freight generally, and they will endeavor to make arrangements with the post office regarding the mail service between the city and neighboring municipalities.

## SANITATION BY LAW.

Should sanitation be fostered by legislation? Most certainly it should. We are supposed to send our wisest men to our legislative halls, where with facts and figures not available to all the people, they can see farther into economic problems than their constituents. The sanitary laws which they enact should be ahead of the sanitary practice of the people, constantly leading them on to greater cleanliness and better health. Had Hamburg had a code of sanitary laws enforced, she would not have been so ravaged by cholera. Were one-half the money now expended on the Czar's standing army spent in enforcing sanitation, the disease, poverty and desolation which that unhappy country knows to-day would be a thing of history. The authority of the commonwealth in sanitary matters should be supreme. It is an old and wise maxim in statecraft, the health of the people is the supremest law. These laws should be general for the State and specific for the municipality. Among the general laws which I think most important, is one regulating the practice of plumbing. The business of the plumber is of as vital importance to the dwellers in towns as is that of the physician, and more so, as the plumber's work properly done is preventive, while the physician's is curative. If the plumber can prevent myotic diseases from entering a house, the physician's skill is unnecessary. Therefore let us work for a law requiring the rigid examination of plumbers, their qualifications to be guaranteed by a diploma from a competent board of examiners.—*T. C. Boyd in the Sanitary Plumber.*

## A TRADE MARK CASE.

Justice DeLorimier, at Montreal, has just delivered an interesting judgment on trade marks and labels, in the case of *William Johnson v. The Canada Paint Company (Limited)*. William Johnson had been doing business for many years prior to 1889 as manufacturer of paints, etc. In that year he transferred the good will of the business to the "Johnson Magnetic Iron Paint Company," and sold them the receipts and formulae for the manufacture of his paints. It was then stipulated that Johnson should not engage in

a similar business for five years unless he was dismissed from the management of the said business, to which he had been appointed for five years. Then the Johnson Magnetic Co. changed its name to that of the William Johnson Co. by letters patent, and transferred their stock to defendants. Subsequently, Johnson, on March 1, 1892, commenced business under his own name on Mill street, and caused to be registered a new trade mark, consisting of a circle with a white centre and a monogram "W. J." The Canada Paint Company continued to do business under Johnson's name. The plaintiff alleged that the Canada Paint Company had applied his name to inferior brands, and had also infringed on petitioners' trade mark, and he wanted an injunction restraining the company from infringing and from using the name of Johnson. The defendants contended that all Johnson's rights had been transferred by their agreement, and that Johnson had undertaken business again similar to that of theirs, and that the new company was so similar as to deceive traders into the belief that it was their own. They also complained that he used their trade marks. The Court granted a writ of injunction restraining William Johnson, for the present, until the hearing of the case on its merits.

## METAL TRADE OF GREAT BRITAIN WITH CANADA.

Below are the values in English money of the export in metals, etc., from Great Britain to Canada for June and the half year ending June.

	Month of June.		Half year ending June.	
	£	\$	£	\$
Hardware and Cutlery .....	6,712	83,303	46,342	47,757
Pig iron .....	3,405	6,733	20,387	18,370
Bar, etc .....	4,134	3,289	19,406	14,194
Railroad .....	35,070	92,145	114,507	220,604
Hoops, sheets, etc .....	4,317	9,110	22,678	25,795
Galvanized sheets .....	6,894	6,506	21,020	28,171
Tin plates .....	26,255	28,534	110,793	89,215
Cast, wrought, etc., iron ..	9,032	17,576	53,033	63,340
Old (for re-manufacture) ..	12,151	12,636	35,924	50,074
Steel .....	11,990	12,681	58,344	63,193
Lead .....	2,154	2,854	13,699	7,905
Tin, unwrought .....	4,575	3,851	10,471	10,118
Alkali .....	7,853	6,433	32,346	31,276
Cement .....	5,935	6,974	16,326	23,984

## REVIEW OF THE METAL TRADES.

MONTREAL, 14th August, 1893.

The iron, steel and metal business has been on the whole fairly satisfactory during the past month, although slow collections and a stringency in the money market have kept some large consumers from placing their requirements, waiting better times. A few large orders have been taken for Canada plates, and the usual amount of small business transacted, prices ruling about the same. We can scarcely believe they will go much lower, and the tendency may be slightly upward. The coal strike which is taking place now all over England has enhanced the value of fuel, and this is a serious thing to manufacturers of iron and steel, and makers may feel justified in raising prices on this account. Just at present steel manufacturers are unwilling to guarantee deliveries at any specified time, and should the strike continue for any length of time, it would have a tendency to affect the agricultural implement makers here. We know of some Ontario firms who have sent over good large orders for immediate shipment, but they have only been accepted by agents to do the best they can as to delivery.

In Rolling Mill stock, there appears to be little doing. Most of the mills are pretty well bought for their requirements, and are only open to pick up bargains at low prices. Some double-headed iron rails have been on the market the past week, but buyers seem disinclined to purchase or make any offers. Some small quantities of shovelling and No. 1 wrought scrap iron will likely be required before close of navigation. The wire manufacturers have been anticipating their requirements, and some 1,500 tons have been purchased lately. Prices are growing firmer, and owing to labour troubles among the makers in Germany, they are not anxious to sell forward to any large extent. However, considerable requirements will have to be supplied before close of navigation.

There has been a good demand for Scotch coal, but little or no business has been done, shippers being unable to obtain freight room, and now, owing to the strike, they cannot obtain delivery of parcels previously bought. Unless the situation changes, there promises to be a scarcity of Scotch coal in this market during the coming winter and spring, and prices, no doubt, will rule high.