

the Grand Trunk is something which, if accomplished, must profoundly affect business interests, in Ontario especially. Already, with such competition as has heretofore existed, the location of important manufactures has been largely determined by railway freights. With nearly all Ontario dependent upon one great consolidated railway company, the bearing of freights on the location of manufactures will be, not less, by any means, but greater than ever before. It is impossible for manufacturers to regard the prospect with indifference. Next to produce dealers and shippers, they are the most interested of any class in the question of railway freights. The chances of success in this branch of manufacture here, or the other one there, may be almost wholly made or marred by railway freights alone. The people of any country through which a railway runs have rights which the proprietors of the road are bound to respect; and manufacturers, being very largely interested, have surely the right to do what they can to save themselves from being sacrificed. Should the action recently taken in London be further confirmed by the proprietors of both roads, then the Dominion Parliament is the only power left for the protection of Canadian interests. And, as manufacturing interests are amongst those most largely involved, the CANADIAN MANUFACTURER is surely in its proper place when urging its friends everywhere to take action. Fortunately the proper path of action lies straight before us. To secure that Parliament do its duty, we must have candidates pledged to oppose amalgamation by every lawful means until the public interest be in some way or other properly secured. The opportunity is at hand, too, even at the doors; no better one than that of a general election for the Dominion need be asked. But let us remember it will be quickly over; in three or four weeks from now it will be past and gone from us.

Now, it may be asked, are we making a mountain out of a molehill, are we making too much altogether out of a small and trifling business? We answer, let any reasonable man look at the large and important section of Ontario which is tributary either to the Grand Trunk or the Great Western, or both, and then say whether this is a trifling matter or not. Each of these roads is a power in the country, as things now are; and what will the power be when both concerns are united under one controlling hand? If this be not matter sufficient to interest the people of Canada, of Ontario especially, then we have lost our reckoning. Equally certain are we as to the very large and direct interest which our manufacturers have in this question of railway fusion. We hold therefore that the CANADIAN MANUFACTURER, speaking for their interests, renders good and sufficient reason when it calls upon them to be up and doing without delay. We would strongly advise them to see to it that during the din and clamor of politics and protection together, which we must have during three or four weeks to come, the important and very practical question of railway fusion gets its due share of attention.

#### THE FACTORY BILL.

In some quarters a clamor is raised against the Dominion Government for having *withdrawn* the Factory Act, we think

on very insufficient grounds. The bill is not withdrawn at all, but remains on the order paper. It has simply been laid over to another session for want of time, along with a number of other bills, in which the Government were very much interested, but found themselves unable to get through. The whole subject of factory legislation is new to Canada, and to expect that any Government should be able to push through an important measure of this kind the first time of trying is scarcely fair. Such legislation will surely come some day, in this country as well as in England and the United States. But the matter is one with regard to which we shall have to make haste slowly. Our young and growing industries require protection, and why? For this reason, chiefly, that without Protection we would never be able, against older and stronger competitors, to make a position for ourselves at all. It is simply preposterous, under the circumstances, to demand that we should at once take the field with a Factory Act all complete, like Minerva springing fully armed from the brain of Jupiter. But for Protection, we should not have required a Factory Act at all; of that everybody may rest assured. And just as well assured may the manufacturers be, that efficient factory legislation is the regulator and balance wheel, which they must accept along with the advantages which Protection brings to them. There can be no mistake on this point; they must take the one as the necessary complement and consequence of the other. But, in all fair play, it may be held that circumstances will surely permit us to take one year more for consideration. The time speaks in favor of this delay at least. Not a Government just on the eve of appealing to the country, but a Government returned to power, and feeling safe for some years to come, is best situated for dealing with the difficult and delicate subject of factory legislation. This is the common sense view of the matter, and we venture to say that as such it will commend itself to the public.

A new file should always be used with a light pressure until the very thin sharp edges are worn off, after which a heavier pressure may be used with much less danger of the teeth crumbling at the top or breaking off at the base. Every filer should keep a partially worn file to use first on chilled surfaces or gritty skin of castings, or on a weld where borax or similar fluxes have been employed, or on the glazed surfaces of saws after gumming.

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