

fires outside of Boston has been reduced from thirty-five to twenty-one per cent. During the year there have been 86 arrests for 84 incendiary fires, resulting in 46 final convictions, there being 15 additional cases where the defendants have been found probably guilty in the lower courts, and are now awaiting trial in the higher courts.

THE HAMILTON IRON FURNACE.

It requires time to get an iron smelting industry fairly on its feet. More or less experimenting has always to be done before a furnace can be got to run smoothly and continuously with complete satisfaction. We are, therefore, not surprised to learn from the *Hamilton Spectator* that the Hamilton Smelting Works Company has found some of the New York or other ore it has been using not of very good quality, and as a consequence a considerable amount of slag accumulated on the furnace pans. Smelting will be stopped for a few days at Hamilton, though the fires will not be allowed to go out, and some cleaning up will be done preparatory to commencing to use Lake Superior ore. There is a strike on at the mines at Port Henry, N.Y. The Hamilton furnace has been run, continuously we believe, since the middle of January, and in that time close upon 10,000 tons of pig iron has been turned out. A ready market has been found for this product; indeed, of the best quality there was not always enough to fill orders. The great proportion of No. 8 iron has arisen largely from the leanness of the Madoc or Marmora ores, the proportion of this being about one-third to two-thirds of New York ore. A serious disadvantage has been that instead of the Eastern Ontario ores used in the winter yielding 60 to 75 per cent. iron, some of them ran down to half this percentage. Arrangements have now been made to get richer ore from the north shore of Georgian Bay, and later from the Thunder Bay district of Lake Superior, both from Canadian points. We are glad to learn that the financial result of smelting, even with so large a proportion of foreign ore—which draws no bounty—has been satisfactory. When, therefore, Canadian ore entirely is used and the bounty earned thereon, the prosperity of this important industry may be confidently predicted.

HALIFAX AND ST. JOHN.

For a number of months past we have been hearing very satisfactory accounts of the activity of St. John, New Brunswick, as a winter seaport, partly in consequence of the subsidizing by Government of a line of steamers thence to Great Britain. Not only was this one line busy, but other transatlantic steamers were helping to make her harbor busy. St. John was alert, St. John was smiling, but her happiness was grudged by Halifax, which thought *she* ought to have subsidies, and steamers, and harbor activities since *she*—so it is claimed—has the only truly good winter harbor. But a blow has come to plucky St. John; some of her citizens will call it a stab. In the arrangement made by the Canadian Government for a projected fast line of ocean passenger steamers, St. John has been ignored, and her rival, Halifax, is to be the terminus for mails and passengers, and St. John must fain be content, so the Finance Minister says, with "an adequate freight service straight to Liverpool and Manchester." Mr. Foster must have spent some bad quarter hours in that city last week, according to Saturday's dailies, when he faced deputations and meetings all wanting to know about the fast line. The citizens are angry, one journal says, over the ignoring of St. John, and are going to make the Government candidate feel it at the elections. At a meeting of the Board of Trade one speaker urged that the British Government be appealed to since the Dominion Government was neglecting St. John. Another predicted that "the fast passenger line could not be a success anyhow. What we want is a substantial freight line or lines."

A resolution was at last carried by the meeting of the Board without a dissenting voice, to the effect that the Dominion Government be asked to extend the time of calling for tenders for two months, in order to enable St. John to place its views before the Canadian and Imperial

authorities. In supporting his resolution, Mr. McLaughlin "thought there should be some further light on the question of the proposed transfer of the Intercolonial Railway, or the carrying of freight over it at a loss for the benefit of the fast line at Halifax. That would cut St. John off from the French line also, and side-track us entirely," he fears. The mayor is very severe on the Government, which, he declared, has treated St. John unjustly, and must have had the whole matter of the tenders cut and dried beforehand.

NAMES FOR GOODS.

The modern vernacular as applied to textile fabrics is one of the surprises of this fertile day and age, says a New York journal. Men who have grown gray in the dry goods business are daily confronted with words, trade terms and phrases so new and startling as to cause them to look for a modern Babel to keep company with this modern confusion of tongues.

Whose fault is it, we should like permission to ask the *D. G. Economist*? Has the good American nothing to do with it? We will wager something that he has. What Oliver Wendell Holmes wrote in the *Professor* about the American genius for making names is worth recalling: "Was there ever anything like the Yankee for inventing the most uncouth, pretentious appellations—inventing them or finding them—since the time of Praise-God Barebones."

But at a much more recent period, a well-known American manufacturer, Mr. S. S. Jewett, of Buffalo, in an annual address to his guild, gave his own countrymen a tremendous rap over the knuckles for the absurdity of their nomenclature of stoves. Certain makes were "Red Cross," "Warrior," "Art Garland," "Jewel," "Sleeping Beauty," and so on, odd names for masses of iron. The *Economist* cavils, not without cause, at some of the names of fabrics in the dry goods line, and says: An ordinary storm serge woven to produce a seeded effect is classed by some departments as "Sharkhide." Prodigious like an American name, this. Next an embroidery maker was asked by a dress goods man if he had a "pompadour." Being a bald-headed man he disclaimed any pretensions, and proceeded to display his types. Imagine his surprise to see the dress goods man take up a piece of embroidery with a very coarse round thread prominently thrown up to the surface, and call it a "pompadour." Was this because the thread was, as a young man's hair *a la* pompadour is, thrown up?

But the British and French merchants are no better in respect of names. Fine silk and linen batiste comes out this season under the gauzy name of chiffon. India linen is brought out by one house as Linen de India, and another, not to be outdone, classes this fabric as India Linon. Common 4-cent lawn, starched stiff enough to stand alone, masquerades under the sobriquet of batiste. Ordinary cheviots are termed piccadillies, a name also applied to shoes, hats and collars. Domestic dress goods woven on looms old enough to vote are termed printed warps. Then what shall be said of the names lately invented for French millinery colors? They are as odd and varied as the leaves of autumn. We are disposed to join in the invocation of the *Economist*: Let us have a little more simplicity in trade terms for staple articles.

SAW MILL FIRES.

No less than four large saw mills in Ontario have been destroyed by fire within the week. The Hawkesbury Company's fire, which took place at noon on Monday last, destroying their mills, numbered respectively three and four, and their lath mill, will probably entail a loss of \$50,000. A heated journal is supposed to have been the cause. Owing to the exertions of the employees and citizens, and an excellent water supply, with the engine and mill pump working satisfactorily, the other mills were saved. The loss on lumber will be light. It is understood that there is considerable insurance, but the exact amount could not be ascertained. One of the mills burned is said to have cost \$80,000. At one time it looked probable that the whole neighborhood would be burnt out.

The Katrine Lumber Company's mill at Katrine, in the Parry Sound district, together with the company's lumber, the Grand Trunk railway station and Day's hotel, have been destroyed by fire. The mill property is owned by the Robert Thomson Lumber Company, Hamilton. The total damage by the fire is placed at \$50,000. What portion of this loss will be suffered by the Thomson Company is not exactly known, but it will be the greater part of the whole. The property was insured; we have not learned the amount.

Last Saturday evening, after the workmen had left the saw mill of the Imperial Lumber Co., Ltd., at Warren, in the Nipissing district, a fire broke out in the mill and destroyed the property, which is valued at about \$60,000. Mr. Warren, of this city, who is largely interested in the concern, is now out north investigating the matter, and until his return nothing definite can be ascertained. It is understood that the property is pretty well insured.