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THE CANADIAN MANUFACTURER AND INDUSTRIAL WORLD

DEVOTED TO HOME INDUSTRIES, COMMERCE, FINANCE, INSURANCE, RAILWAYS & MINING.

VOL. 2. TORONTO, JANUARY 5, 1884. 267 No. 1.

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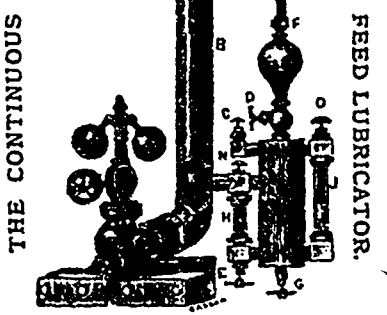
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THE CANADIAN MANUFACTURER

DEVOTED TO HOME INDUSTRIES, COMMERCE, FINANCE, INSURANCE, RAILWAYS & MINING. AND INDUSTRIAL WORLD.

VOL. II.

TORONTO, ONT., JAN. 5, 1883.

No. 1.

OUR SECOND VOLUME.

With this number commences the second volume of the CANADIAN MANUFACTURER. Just a year ago the experiment was begun with the first number issued in Toronto. The interval has sufficed to give assurance that the experiment has succeeded, and that the CANADIAN MANUFACTURER has come to stay. For the liberality of our friends and patrons, and for their appreciation of our efforts, we tender them our hearty thanks, while hoping that upon our shortcomings they will look with a lenient eye. Circumstances incident to the establishing and settling down of a new enterprise have prevented that uniformity and completeness in all respects which we have desired to attain, and which we hope yet to reach. But these unavoidable hindrances are being met and overcome at a fair rate of progress, and we are sanguine enough to believe that already they are pretty well disposed of.

The existence of such a journal is a permanent requirement in Canada; and it will always be the more necessary the more that manufactures grow and spread in the country. As the manufacturing interests become more diversified and expanded, the task of efficiently representing them in the press is constantly becoming larger and more important than before. Progress and advancement in the manufacturing arts themselves, also changes in the course of trade and in the policy of nations, combine to change very materially, in a comparatively short time, the conditions under which business is carried on. In many lines the methods of ten years ago, in some the methods of only five years ago, would answer very poorly to-day; and we can certainly anticipate that the methods of to-day will be greatly changed in five or ten years hence. New inventions, and the opening up of new channels of business, are the great elements of changes in manufactures. To observe these changes and to turn the light on them as they come up is a special work, which requires special journalism as a main help towards the doing of it. The CANADIAN MANUFACTURER does not propose to be content with repeating merely what everybody already knows, but will be ever on the watch for the newest lessons, drawn from the most recent experience and discovery.

THE SEWING MACHINE TRADE AND THE N. P.

The following from the New York *Sewing Machine Journal* is of special interest just now.

"Those Canadian sewing machine manufacturers who fondly imagined that a high tariff secured to them at least the home market, reckoned without their host—the host in this case being the Singer Manufacturing Company. Any one who has watched the gigantic operations of the Singer Company will acknowledge that it is a 'whole host in itself' and equal to any emergency. The recent action of the Canadian customs authorities, which in effect greatly increased the duty on sewing machines, was an emergency, and the Singer Company meet it promptly and effectually by establishing a branch manufactory in Montreal. This is a 'tit' for the 'tat' of the Williams Company, of Montreal, who, to avoid the high tariff on sewing machines imposed by the United States government, have established a manufactory in Plattsburg, which is now turning out machines to meet the demands of their trade in this country. The Singer Company's action in this matter will deplete the Canadian treasury to the tune of between one and two hundred dollars a day—the amount now paid as duty on their machines imported into the Dominion. In this instance, protection does not protect the parties intended, as it gives a powerful and active rival to the present manufacturers; but the people of Canada will doubtless be benefited thereby."

If our American contemporary and the sewing machine companies over the border are pleased with the results of protection on this side, the Canadian public certainly will not object. It is to be understood that the Canadian duty on sewing machines has not been changed since the passing of the N. P. Act of 1879, in which it was placed at \$2 on each machine and 20 per cent. on the value. After three years' operation of this Act, it was found that American machines kept coming in notwithstanding, and to a pretty large amount. Meantime inquiries long and carefully prosecuted by the Customs Department at Ottawa had shown beyond a doubt that American exporters had two prices, one for home and the other for foreign markets. Without changing the duties as they stood on the statute book, an order was issued, directing that the true American market value be taken, instead of the fictitious value put by the company on machines sent over to their own agents here. The change began to tell immediately, and one result is that the Singer Company will establish a branch manufactory in Canada. A month or two ago it was reported that Toronto was the place chosen, but the *Journal*, we see, names Montreal as the location of the new enterprise.

It is likely enough that Canadian sewing machine manufacturers will not be particularly well pleased to see so powerful a rival as the Singer Company planting itself down as their

competitor on Canadian soil. But that is their business; they must take the N.P. with all that it implies in the way of probable increased competition *at home*. The N.P. is designed to give protection to home manufactures, but these home manufactures, on Canadian soil, are open to anybody having capital and enterprise enough to engage in them. It has been prophesied that protection will ere long lead to over-production, and the cotton manufacture, which has quadrupled within four years, is cited as a special instance. We can only say, let competitors drive ahead as they please. The purpose of the N.P. is not to create scarcity and monopoly, but abundance and competition. Very evidently it is having this effect, in the sewing machine trade as well as in others. When English or American manufacturers complain of Canadian duties on their goods, we have a standing reply to all such. Set up your shops and your machinery in Canada, and then you will have no duty to pay at all. That is the ready way of getting rid of the Canadian duty. As for the alleged loss to the Dominion revenue, there are two ways of looking at it, both of them highly satisfactory from the point of view of Canadian interests.

From an account of the operations of the Singer Company, given in another article, it appears that the company's new works near Glasgow, Scotland, the building of which was only commenced in May last, now employ *five thousand* men. That means that some 20,000 or 25,000 people—men, women, and children together—get their living from the works. If they do anything like this in Canada, the gain to the revenue, counting only a few dollars per head, will over-balance the alleged loss several times.

We may look at it, again, in the light of the fact that ever since the N.P. began to operate we have been making surpluses of revenue, instead of deficits as formerly. According to the free trade theory this should not be, but somehow or other the thing does not work to suit that theory, but exactly the other way. And we may note that the American N.P. appears to work the same way, only a good deal more so, as is shown by the financial statements sent out from Washington. Canadian sewing-machines entering the United States must pay 45 per cent., and the rules for valuation there are even stricter than ours are as yet. We would like our esteemed New York contemporary to say, boldly and bravely, whether it believes that the old one-sided system should continue of free trade in Canada and protection in the United States.

THE SINGER MANUFACTURING COMPANY.

In connection with the establishment of a branch of the Singer Company's manufacturing business in Canada, now soon to take place, we have learned some facts relating to this gigantic concern. That it is among corporations having large capital is generally known, but few will be prepared to hear that its capital is actually twenty-five million dollars (\$25,000,000.) At the beginning of last year the employees of the Company, in all parts of the world, numbered 25,000 persons, about 6,000 of whom were engaged in the purely commercial branch of the business, making sales, the remainder being engaged in the actual making and production of the far-famed Singer Sewing Machine. It was in 1850 that Mr. Singer, then a working mechanic, commenced making sewing machines, struggling

hard to keep going at a business which required what he had not—money, to wit. At last he made the acquaintance of Mr. Edward Clark, a lawyer, who joined him in the business, and afterwards the company was formed. This combination between the practical mechanic and the business man turned out the right thing exactly, though not until after many years of trial, with many discouragements encountered. Mr. Clark, it may be mentioned, is still the President of the Company, the Vice-President being Mr. George R. McKenzie, a Scotchman by birth, but long resident in the United States. A few years ago, on occasion of a visit to New York by Mr. George D. Woodruff, the General Manager in London, the project of establishing a branch factory in Glasgow was considered by the Directors. A beginning was made, very cautiously and in a small way, at first, but so rapid was the growth, and so conspicuous the success of the Glasgow venture, that on the 18th May last the building of an immense new factory was begun on a site of forty-five acres near to the city, and to-day five thousand hands are there employed.

Having determined to start manufacturing in Canada, the Singer Company take speediest method of getting to work. Not having had time as yet to fix upon a permanent site, they have rented a large building in Montreal, where manufacturing will very shortly begin, with six hundred persons employed. The Company's Superintendent of Factories will make a tour of the Province of Ontario, in order to examine and decide as to the best location for a large, permanent establishment. The Glasgow enterprise, begun on a far smaller scale than the Canadian beginning in Montreal, now employs 5,000 men, and if the expansion here be in anything like the same proportion the gain to Canadian industry will be large. Owing to its superior facilities for cheap transportation, both by water and by rail, Toronto does appear to be the most eligible site that could be pitched upon for the permanent establishment; and it may be hoped that this view of Toronto's advantages will yet prevail with the company. It might be in order for some of our leading citizens to bestir themselves in this matter, and to lend a hand towards getting the new enterprise permanently located in the Queen City.

STATISTICS OF MANUFACTURES.

To the Editor of the Canadian Manufacturer.

SIR,—In attempting to collect statistics of the manufacture of Ontario I find one difficulty in the way to be—the fear that in giving values of materials and products the profits of manufacturers may become known. But in making a calculation of profits there are other data scarcely less essential. We must know the cost of rent, local taxes, management, running expenses, insurance, commissions, &c., none of which are asked for in the schedule. Some districts and interests are well represented in the returns already received, and others very imperfectly. As doubtless many copies of the Report will be sent abroad, it is desirable that the manufacturing interests of our Province should make a good showing as well as the agricultural. Every industrial centre will be judged largely by the exhibit it makes, and this depends entirely now on the readiness with which manufacturers respond to the Circular. All returns of schedules should be mailed in time to reach the Bureau not later than the 15th instant.

Bureau of Industries,
Toronto, Jan. 3, 1883.

A. BLUE,
Secretary.

THE
Canadian Manufacturer
AND INDUSTRIAL WORLD.

Published every Friday by the CANADIAN MANUFACTURER PUBLISHING Co., (Limited).

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FREDERIC NICHOLLS,
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Editorial Notes.

The office of the CANADIAN MANUFACTURER has been removed to Room No. 5, Mechanics' Institute, corner of Church and Adelaide-streets. One stair up, turn to the right.

We have this week sent out a large number of accounts to our patrons for their past year's subscription. We would ask all to remit promptly, as although the sum of Two Dollars is but small to each individual subscriber, the aggregate amount is a large one, and at this season of the year can be used by us to advantage, as we purpose introducing some marked improvements in our journal. PLEASE SEND ALONG THE TWO DOLLARS AT ONCE.

Parliament has been summoned to meet at Ottawa for the despatch of business on the 5th day of February.

While the future of the electric light is being debated *pro* and *con*, the light itself is rapidly coming into use on the large scale. The fine stores on St. James Street, Montreal, are being lighted by electricity, at a cost, it is said, of only one dollar per night. In New York the Edison light is already a practical success over a large part of the business section of the city.

The *Mail* figures up new buildings put up in Toronto during 1882 to the value of \$1,995,990, against \$1,302,200 in 1881, an increase of \$692,290. In the suburbs buildings to the value of \$366,000 were erected during 1882. The customs receipts at Toronto for the year show an increase of \$245,087 over 1881, and the receipts from inland revenue an increase of \$130,342.

The last issue of the *Canada Gazette* contains the following: "Notice is hereby given that application will be made to the

Parliament of Canada, at its next session, for an Act to incorporate 'The Fuller Electric Light Company of Canada,' with power among other things to manufacture and vend Electric Machinery and apparatus, and to supply electricity for the purpose of light, heat and power, and with power to occupy for that purpose streets and public places, etc., etc."

The parties who run the oil speculation business appear to be determined that the public shall be allowed but a very brief period of rest from excitement. They have accordingly got up another bull movement, the spider's parlour is thrown open with tempting display, and silly flies are invited to walk in. As usual, stories about the failure of a recently-alleged gushing well are made the basis for a rise. It may with positive certainty be expected that the well, now said to have gone dry, will gush at the rate of several hundred barrels per day, as soon as the greenhorns have loaded themselves up with enough oil to make it worth while for the operators to bring down the price.

The enlargement of the Welland canal, and the new importance given to the long water stretches of Lake Superior and Lake Huron by the coming into operation of the C. P. R. link from Thunder Bay to Winnipeg, are leading causes of some important effects soon to follow. Vessel owners and lake men generally appear to be impressed with the idea that a very great expansion of their business is at hand, and are making preparations accordingly. A number of improvements, for the purpose of making lake navigation safer, are asked for; and we should say that the Department of Public Works would be warranted in stretching its powers to the utmost to meet requirements. It would be to the country's profit to devote to such purposes a respectable portion of the N. P. surplus; and we hope that this matter will be duly considered at Ottawa.

In an article announcing the meeting of Parliament at Ottawa on the 5th day of February, the *Montreal Gazette* gives the following indications, which have every appearance of being semi official or something more: "It is not likely that the session will be a long one. What measures will be submitted of course is not known. The decision of the Privy Council on the Scott Act, declaring the regulation of the liquor traffic to be a matter belonging to the Dominion, will probably render a measure on that subject necessary. The active measures which Mr. Costigan, the Minister of Inland Revenue, is taking to ascertain the views of the trade on the subject of the Inspection Law and the duty on tobacco makes it probable that there will be some legislation on those subjects. The large surplus in the Treasury may make some changes in the tariff necessary, or may induce a removal of taxation in other directions, such as the tolls on canals and the tonnage dues on shipping coming up the St. Lawrence. But it is not probable that the session will be a very long one, or that Parliament will be called upon to deal with many new subjects."

We invite the attention of manufacturers generally to a letter from Mr. Blue, Secretary of the Ontario Bureau of Industries, relative to the sending in of statistical returns. Mr.

Blue observes, with much force, that the forthcoming report will be widely circulated, and that the suitability of this or the other locality for manufactures may in time to come be judged of to some extent by the showing made in its pages. As far as we can see, the questions are framed with a view specially to avoid giving such details as business men prefer to keep to themselves. Further, and more important still, the answers will all be held *strictly private and confidential*. Only figures of *aggregates* will be published—the aggregate of industries of all kinds in a given locality being one form, and the aggregate of each separate industry for the whole Province being another. Taking foundries, for instance, the aggregate for the whole Province will be given, but when we come to localities, foundries will be included in the local aggregate, along with all other industries, of every kind, in the county named. Our friends are invited to take note of this explanation, which we gave before, and now repeat.

On Saturday last, the 30th ult., took place one of those pleasing incidents that tend to draw closer the bonds of unity between employer and employed, the occasion being the giving of their first annual dinner by the *Grip* Printing and Publishing Company to the attachés of their establishment. The *menu* was excellent, and the tables, at which some sixty guests sat down, were most tastefully decorated. After full justice had been done to the excellent fare provided, toasts were the order of the day, the first on the list being of course "The Queen," proposed by the President of the Co. "The Gov.-General and Lieut.-Governors," was also given by the President. "The Press," by Mr. J. W. Bengough, brought representatives of the *Globe*, *Mail*, *CANADIAN MANUFACTURER*, *World*, and other city papers to their feet, and "The Ladies," proposed by Mr. Ellis, was ably responded to by Mrs. Curzon and Miss Frazer. Many other toasts were given and replied to, and several gentlemen favored the rest of those present with some choice vocal music. Perhaps the most pleasant feature of the evening was the presentation to the business manager, Mr. Moore, and his wife, of a handsome silver epergne and china tea set, by the attachés of the Company. A most enjoyable evening was brought to a close, at nearly midnight, by the singing of the National Anthem.

DIRECT TRADE WITH CHINA.

OPENING OF A NEW WHOLESALE BUSINESS IN WINNIPEG.

Winnipeg is ever to the front in business enterprises, as in other directions. Within the past few days Mr. James Bissett, formerly chief factor in the Hudson's Bay Co.'s service and in charge of their store in Montreal, has been in this city arranging for the opening in Winnipeg of a wholesale tea establishment. Mr. Bissett's premises will be those at present occupied by Messrs. Galt, on Princess-street. Mr. Bissett left last night for China, going by way of San Francisco, and will make extensive purchases of tea in "the Flowery land." This is an important event in the business history of Winnipeg, and is another tribute to the beneficial influence of the National Policy, which has greatly promoted this direct trade with China and Japan. While the present shipments will of necessity come over foreign soil, the people of Winnipeg look forward to the day, within a very few years hence, when our imports from China and India shall be landed on the British Columbian coast, and thence brought over our All-Canadian line, the Canadian Pacific, to Winnipeg, "the bulwark of Canada."—*Winnipeg Times*, Dec. 12th.

Manufacturing Notes.

The *CANADIAN MANUFACTURER* will be pleased to receive items of industrial news from its readers in all parts of the country, for publication in its columns.

Notice of new machinery, improvements, increase in capacity, &c., will be of special interest. All communications must be accompanied by the writer's name as a guarantee of good faith.

Messrs. Beauchamp Brothers are extending their sash and door factory, Lawrenceville, Que., and are putting in some very fine machinery, manufactured by Messrs. Smith & Elkins, of Sherbrooke.

As a mark of respect and encouragement, the Knitting and Cotton Mills Companies presented each of their employees with a cash present as a Xmas box, which was duly appreciated by the recipients.

The farmers of Bonshaw, P. E. I., are making a move towards establishing a starch factory in that neighborhood. A subscription list is now in circulation and there seems to be no doubt about the success of the project.

Messrs. Brown & Peasley are putting a Baxter engine with a large and improved bobbin winder, into their knitting factory at Lawrenceville, Que. They are now running full time and are employing about forty hands.—*Cowansville Observer*.

The Hamilton Powder Company, Montreal, have acquired the buildings now being erected on Bell's Island for the manufacture of dynamite. There is a great demand for this explosive and dynamite at mines along the line of the Kingston & Pembroke Railway.

A hydraulic press for pressing on driving wheels for locomotives has just been completed at McKechnie & Bertram's Canada tool works, Dundas. It has a pressure of 250 tons, and is the first machine of the kind manufactured in Canada. Hitherto they have been imported from England and the United States.

Manufacturing concerns of Portage la Prairie seem to be blessed with plenty of business at present. The mills, the biscuit and confectionery factory, and the new paper mill, all have plenty of work on hand. Goldie & Co., brewers, find they are compelled to increase the capacity of their brewery to 5,000 gallons a week.

During the past five months the Perth Car Works have turned out 110 flat cars, 50 cattle cars and 25 conductors' vans or an average of three cars during every two working days. A number of tanks have also been made, and a good deal of work has been done in fitting up the shops. They are now working on an order for 50 freight cars.

A meeting of the Ingersoll Rock Drill Company was held yesterday afternoon at their office, 42 Foundling-street, Montreal. Mr. F. Fairman was elected Chairman, and Mr. James Cooper Secretary-Treasurer. This was the only business done, and after some discussion on the by-laws, the meeting was adjourned until January 6th, 1882.

The new mill owned by Messrs. T. McKay, C. Mair, and Capt. Hughes commenced work yesterday and is now in full blast. The machinery has worked without a hitch, and everything seems to be in perfect order. The mill is capable of turning out about 120 sacks of flour a day. From the specimen of XXX shown us by the miller, we should say the quality of flour was good.—*Winnipeg Commercial*.

The firm of Jac. Y. Shantz & Sons, proprietors of the Dominion Button Works, Berlin, have now over 300 names on the payroll. The firm pays out in wages nearly a thousand dollars a week. All will admit that such a large sum of money so generally distributed amongst the people of the town must do a vast amount of good. Storekeepers, tradesmen, mechanics, builders and real estate owners and farmers are all benefited by this large amount of money which is brought from all parts of the Dominion and distributed here.—*Berlin News*.

Mr. H. Griffiths has recently extended his works to enable him to carry out orders in hand. Twenty-five self-dumping excavators are just about completed for the Murray Canal (Silcox & Mowry, contractors). The steel for a new 6 ft. bin shell is to hand from Cleveland Steel Works, Ohio. The boiler is for a new tug for Ross & Sons, now being built at Port Robinson. In the building is a large furnace and boiler, from the

"Injector," belonging to Carter Bros., Port Colborne. In this a new steel furnace is to be constructed. The firm is very busy, Mr. Griffiths being, as he remarked at a meeting recently, getting all the work he can to find employment to men who will help to pay the taxes of the town.

The following notices of local industries are contained in last week's issue of the *Welland Telegraph*. Messrs. Phelps Bros. have recently been compelled to extend their capabilities and put new machinery and appliances into their flour and grist mill. They are possessed of a full set of bolting machinery for ordinary work as well as new bolt machinery for buck wheat. They have a merchant bolt, as well as a custom bolt, and are prepared to push out work entrusted to them with greater dispatch, and better than formerly. A muddings purifier has also been erected, and is from the firm of J. G. Greey, of Toronto. A wheat polisher and smut machine has a permanent place in the mill; its use is to clean, what to an ordinary eye, was clean before. We recently saw one of these machines at work, and the result of its revolutions was that minute particles of dirt which hitherto found their way into the flour, were deposited in a separate receptacle, and treated as matter unfit for human food. This machine is also from J. G. Greey, Toronto.

The new brass foundry being fitted up by Mr. Wm. Warring, of Indianapolis, for Messrs. McAvity & Sons, in the large brick building on Merritt's Wharf, is almost in running order, and already the workmen in most of the departments have been transferred to the new foundry, and have commenced operations. As yet, however, Messrs. McAvity & Sons are only occupying about half the building, the front part, with the store, being used by Mr. C. Y. Gregory as a ship chandlery, and by Mr. R. C. Elton as a ship broking office. These parties are to move out in the ensuing spring, when their present quarters will be occupied by departments of the brass foundry. When it is in full working order it will be one of the most complete brass foundries in the Dominion. It now employs about forty men, including some of the best workers in brass and machinists to be procured. The fitting up of the machinery has been done in the most satisfactory manner by Mr. Warring, everything running correctly and smoothly.—*St. John, N. B., Sun.*

The *Woodstock Sentinel Review*, in reviewing the building operations, in that town for 1882, contains the following notes of additions to its manufacturing industries:—The most important building operations of the year are those of Jas. Hay & Co. The Messrs. Hay have during 1882 completed their large rattan factory, which is now in full working order and giving employment to over fifty hands. They have built a furnace room and placed two large boilers (one of them 100 horse power) in their main factory with a chimney 130 feet high. Cost about \$1,500. They have built a three-story wagon factory, 40x180, brick, a splendid structure, into which they are putting the latest and finest kinds of machinery. Cost of building, \$10,000. Also new brick three-story finishing rooms, the building being 108x140 ft. Cost \$7,000. The Fruit Evaporating Co. have completed their fine buildings on the Port Dover track at a cost of \$1,000, and are running an important and large business. Falconer, Close & Co. have added \$200 of improvements to their factory. The Woodburn Mills, large additions and improvements.

A meeting of the shareholders in the Nute Rope-serving Machine Co. was held in New Glasgow on the 13th inst., Mr. J. B. Burland in the chair. The following named gentlemen were elected members of the board of provisional directors:—Messrs. Thomas Watson, Pictou; Wm. Eason, Halifax; H. E. Austen, Halifax; J. B. Burland, Montreal; C. A. Bell, New Glasgow; R. Simpson, Westville; Alex. Fraser (Downie), New Glasgow. The meeting then, by motion, authorized the directors to obtain letters patent, under the Canada Joint Stock Companies Act, with a nominal capital of \$25,000, single liability, instead of a capital of \$18,000, with double liability, as would be the case if incorporated under the local statute. The provisional directors were authorized to secure the right to manufacture from the patentee, as set forth in the agreement, and to forward the business of the company as rapidly as possible by deciding upon the head quarters of the company, electing a manager, etc. The directors were authorized to collect the amount of subscribed stock, Mr. A. C. Bell being appointed Secretary-Treasurer. The name of the company was fixed as "The Canada Rope Serving Machine Co. (Limited)".—*St. Croix Courier.*

Dr. Siemens, one of the highest authorities as to the practical application of electricity, has been looking into the expense of the electric light, and has reached the conclusion that for the same illuminating power the cost of electricity is to that of gas as 29 is to 22. This statement he made to the Society of Arts in London at its meeting, November 15th. He also said that the plant necessary to supply London with the light would cost \$70,000,000, or for all the cities of the Kingdom \$320,000,000. As a consequence, London, Salford, and some other English cities which were proposing its introduction have abandoned the project, at least for the present.

Business Notes.

In Incolet, Que., the firm of Trahan & Co., dealers in dry goods, has compromised at 25c. on the \$.

C. Labaire & Co., grocers, of Three Rivers, whose failure was announced a few weeks ago, have effected a settlement at 25c. on the dollar.

E. P. Delmore, grocer, of Amherstburg, after a short business experience, has failed. The stock will barely satisfy preferential creditors. Liabilities about \$3,000.

The liquor stock of John McKay, of Napanee, is advertised for sale by the Sheriff, and the grocery stock of the insolvent firm, A. G. McKerrall & Co., Chatham, has been sold to Smith & McKinlay.

W. Ashburn & Co., pulp manufacturers, Peterboro', are reported in difficulties. They have erected a large mill, and were just getting under way, and their suspension has caused considerable surprise.

Alex. Silliman, who was at one time a special partner in the firm Levian, Hamburger & Co., Wholesale Fancy Goods, etc., Toronto, has taken over the business, and will continue it with E. A. Levian as manager.

Geismar & Lewin, proprietors of the Paris Glove Store, of this city, absconded recently. Their antecedents were well known, and their attempts to obtain credit were frustrated in nearly every quarter by the mercantile agencies.

Thomas Masse, of St. Cesaire, and Frances Morin, of St. Robert, Que., both general dealers, have assigned in trust for the benefit of creditors. The failure of the latter was unexpected, and the liabilities are heavy, principally in Montreal.

Coleman Bros., hatters and furriers, of Montreal, have been in business on their own account since May, '81, having had at that time a capital of about \$2,000. They are practical men, but poor managers, and have assigned in trust, with liabilities of about \$4,000.

Another lobster-packing firm is in trouble. Messrs. Shedd, Moore and Co., of Pictou, N. S., have addressed a letter to their creditors, stating their liabilities are \$15,000, and that they have assets consisting of two factories, stock of tin, &c., to about a similar amount.

A. McSween, dealer in dry goods and groceries, Leamington, is in trouble, and creditors are suing him. He has been in business many years, and has moved about a good deal. He failed in Strathroy about 10 years ago, since which time it has been a struggle to make a living.

G. B. McCullough, druggist, of St. Thomas, commenced business there in 1880 with very small capital. He has gradually been going behind, and informs his creditors that he owes about \$3,000, and has assets amounting to \$1,200 to pay with. He asks for a discharge, and purposes going to Winnipeg.

The following Ontario firms have dissolved partnership during the past week:—Marlow & Parr, general dealers, Cartwright; Hornuth & McIndoe, dry goods merchants, Wingham; Humphrey & Carter, confectioners, Peterboro'; Lankin Williams, hotel, St. Catharines; Donogh, McCashe & Olwin, lumber dealers, Toronto, and Hellams & Garner, books, &c., Welland.

W. McK. Weldon, general dealer, of Monckton, N. B., appears determined to prevent any but his principal creditor receiving anything from his estate, having given a bill of sale on his stock for \$4,000. He commenced business in 1877, and up to a very recent date he has met his bills promptly. A few Ontario firms are among the sufferers by the bill of sale.

F. B. Schofield & Son, manufacturers of woodenware, Woodstock, have called a meeting of their creditors. The senior member of the firm began business in 1857 and admitted his son Henry in

1878. For some time past it has been known that the firm had difficulty in financing, and their adopting the present course is not a surprise. Their liabilities are said to be about \$15,000. Mr. Schofield has the sympathy of the town, being an industrious man.

In Manitoba, Goldie & Co., brewers, Portage La Prairie, have dissolved, W. J. James retiring from the firm. The following changes have occurred in Winnipeg—Fulthorp & Grant, grocers; Gray & Haddock, grocers; McLennan & O'Brien, hotel keepers; McMaster, Clark & Co., mfrs. agts., &c., and Pierson & Co., fancy goods, have dissolved partnership. Capon & Co., painters, have sold out, and the estate of H. W. Smith & Co., has been disposed of at 60c. in the \$.

The woollen business heretofore carried on by Messrs. Foster and Ward has been transferred to Messrs. Wm. Robertson & A. Baker, who have rented the mill for five years. Mr. Robertson hails from Listowel, Ont., and will take charge of the carding, spinning, and weaving. He is now in Toronto, buying stock. Mr. Baker, is from Almonte, and will look after the finishing department. Both are practical and skilled workmen, and success should follow them. Possession will be taken on Jan. 1st, 1883. Business operations commence Feb. 13th.

In July, '82, the Rawbone Gun & Mfg. Co., of Toronto, obtained a charter under the Joint Stock Company Act, with a nominal capital of \$100,000, \$25,000 of which was subscribed for and has since been paid up. Several leading citizens were on the directorate, and it was generally supposed the Company started under favorable auspices. Lately some of the directors became dissatisfied with the management, and an actuary investigated the Company's affairs, and the report is such that a receiver has been appointed and the concern will be wound up. The creditors will likely be paid in full, but the stockholders will lose all or nearly all of the amount they have invested in the Company. J. L. Rawbone, the manager, formerly carried on the same business here which became merged into that of the Company.

Railway Notes.

The laying of the double track between Toronto and Montreal was commenced near Toronto last week. Three miles of the second track have so far been laid. The bridge over the Moira at Belleville is to be prepared for the double track.

W. H. Vanderbilt a year ago made a secret offer to the master mechanics of the Hudson River Railway of a \$50,000 prize for the most perfect locomotive capable of performing the task of drawing fifteen heavy drawing-room cars or sleepers over any part of his roads at sixty miles per hour. The mechanics have been working on these designs, and one of these monsters will be ready for her trial trip in January. Opposition to the West Shore, which will be open next summer, is the reason for this new move.

How long a locomotive will live, a railroad engineer says, depends to a great extent on the purity of the water used. The average endurance of a boiler is until the engine has travelled 350,000 miles, but under careful use, on a good road, with pure water, it may cover 400,000 or 500,000 miles. During the period required to cover 500,000 miles a locomotive will require to have the fire-box renewed at least three times, the tires of the wheels five or six times, the crank axles three or four times, and the tubes from seven to ten times.

General Manager Ledyard, of the Canada Southern, entertained another delegation from St. Thomas on Friday last. The delegation was seeking information as to the future policy of the road under his regime, and left for home satisfied that neither St. Thomas nor any section of Canada is to suffer by reason of the consolidating and economizing of the management of the Michigan Central and Canada Southern Roads. Manager Ledyard says he believes that Canadian opposition to the new arrangement between the Michigan Central and the Canada Southern has been magnified from a mole-hill into a mountain, that what opposition there is amounts to very little, and will cease altogether when the joint agreement is thoroughly understood. Experience, he said, would prove that the so-called consolidation would benefit not only Detroit and the roads interested, but the traffic of the entire section through which the Canada Southern runs.

Miscellaneous Notes.

Brandon is to have early next season, a third elevator with much larger capacity than either of those at present in operation

It is said the new United States postal law will contain a clause abolishing postage on newspapers. In this our neighbors will follow the example of Canada.

Mr. Andrew Allen has been elected President of the Montreal Telegraph Company, succeeding his brother, the late Sir Hugh, who held the office for thirty-one years.

The American cotton crop, this year, is estimated at 8,200,000 bales, or double that of a few years ago; and the wheat crop at between 500,000,000 and 600,000,000 bush., with other valuable crops in proportion.

The London East Council proposes to offer to the Grand Trunk to fix their rate of assessment at \$1,500 for twenty years, no matter how many men they may employ, or how much property they may accumulate.

In Kingston the city finances are in good condition. In five years the debenture debt has been reduced to \$51,000. There is \$19,829 on hand, and there has been a reduction of discounts from \$3,500 in 1879 to \$188 this year. The assessment for 1882-83 shows an increase of \$236,000.

"Experience teaches us," says the Hartford Steam Boiler and Inspection Company, "that nine-tenths of the boiler explosions in the country are attributable to carelessness on the part of engineers or the cupidity and avarice of the owners, who, to save the expense of additional boiler power, will order their boilers to be run at excessive and dangerous pressures."

A strong company has been organized in Winnipeg to develop the coal mines at Sa-katchewan, near Medicine Hat and Coulee, within a few miles of the crossing of the Canadian Pacific Railway. The company has secured a valuable coal mining location outcropping upon the South Saskatchewan River in a seam several feet in thickness, from which barges can be loaded at a very slight expense, and floated to the railway crossing.

On Tuesday evening the Newcastle, N. B., spool factory was burned. The main building was destroyed, the boiler and engine house slightly damaged, though the drying house and its contents were saved. The factory was not at work that day, Mr. Russell and his men being absent loading cars with birch for use in the factory. The loss, including about \$1000 worth of finished stuff, is estimated at \$10,000 to \$12,000. Insurance \$5,000. Origin of fire unknown.

The New Brunswick Cordage Works, owned by Thomas Connor & Sons and situated a short distance off the Adelaide Road, Portland, was burned to the ground last night. This factory is said to have been the best of the kind in Canada and was so well arranged and provided against fire, and so carefully managed—no fires being allowed in the main building or the Run—that it was considered perfectly safe on that score. The warehouse, where the principal part of the stock, both manufactured and raw material, is kept, was isolated from the factory and was to windward of it, and in consequence a stock valued at about \$50,000 was saved. Also the houses of the workmen, being to the windward of the fire, escaped. The loss of the factory is estimated at \$80,000, which is partly insured, but to what amount has not been ascertained. It is understood that the Commercial Union has a risk on it of \$5,000 and that the London & Lancashire, Western, and the Citizens also were carrying risks on it. By the loss of the works fifty hands will be thrown out of employment. The destruction of this factory falls particularly hard on Messrs Connor, as they sustained a loss of their factory on the Marsh Road by fire some four years ago and have been to a very great expense in fitting up and perfecting their new works. They have proved themselves full of pluck and enterprise in the past, and while they have the sympathy of the community, it is confidently expected that but a short time will elapse before the New Brunswick Cordage Works will be seen rising from the heap of ashes on the Adelaide Road.

To Mill Owners and Manufacturers.

USE

F. E. DIXON & CO.'S

PURE BARK-TANNED

Star Rivet Leather Belting!

FIRST PRIZE FOR
LEATHER BELTING

—AT

Provincial Exhibition, Ottawa, - 1875.
 " " Hamilton, 1876.
 " " London, - 1877.
 Industrial Exhibition, Toronto, - 1879.
 " " Toronto, - 1880.

EXTRA PRIZE FOR
Genuine Oak Tanned Belting.

—AT THE—

Provincial Exhibition, Hamilton, 1876.



INTERNATIONAL MEDAL

—AT THE—

Centennial Exhibition,
PHILADELPHIA, 1876.]

FIRST PRIZE FOR

BELTING LEATHER

AT THE

Industrial Exhibition, Toronto, 1879.
 " " " 1880.

Our Belting is Short Lap, and is warranted to run straight and even on the pulleys, and certainly cannot be surpassed in quality by any other Belting in the market at the same prices.

Our Leather is of Pure Bark Tannage, and consequently is much more durable than the chemical tanned leather of which most of the American Belting imported into Canada is made, though sold under the name of Oak Belting.

To accommodate those who desire to have a really genuine article of Oak Belting, we beg to say that we keep in stock a quantity of

Oak Leather of the Celebrated Tannage of J. B. HOYT & Co., of New York,

and as the duties on imported rough Leather are much less than on the manufactured Belting, we are thus enabled to sell the Belting made from this quality of Leather much cheaper than it can be imported.

LARGE DOUBLE BELTS A SPECIALTY.

Please note that our Price List averages Twenty to Twenty-five per cent. lower than the American Price List at which all American Belting is sold in Canada.

Lace Leather of the very best quality always on hand.

All Work Warranted.

Orders Solicited.

F. E. DIXON & Co.,

81 Colborne Street, Toronto

H. L. FAIRBROTHER & CO'S.

—AMERICAN—

LEATHER BELTING,
AND LACE LEATHER.

STAR RUBBER CO'S.

AMERICAN

RUBBER BELTING,
PACKING AND HOSE.

**Noye's Castor Oil Belt Dressing for Oiling and Preserving
Leather Belts and to prevent Lipping.**

We keep a larger Stock of Belting on hand than any other makers or
dealers in the Dominion.

—ORDERS SOLICITED.—

GEO. F. HAWORTH,

SOLE AGENT FOR DOMINION OF CANADA

65 Yonge Street, Toronto.

INDUSTRIAL PROGRESS OF MONCTON DURING 1882.

The *Moncton Times* of last week has a very complete report of the industrial progress of that town for the past year, from which we condense the following:—

Apart from the machine shops of the Intercolonial Railway, the industrial importance of the place has been attained during the past three years. The railway works are fitted with machinery for the building and repair of locomotives, passenger and freight cars, and other descriptions of rolling stock, and at the present time nearly 400 men are employed. The force in 1877 or thereabouts, during the period of the change of gauge and attendant changes in the rolling stock, reached as high as 700. The discharges that followed the completion of extra work threatened to permanently injure the town, and there must have been a very considerable decline in the population in 1877, '78 and '79. The rapid growth that has been noticeable the past two years is therefore all the more remarkable as a tribute to the energy and enterprise of our people, lacking, as we do, the men with accumulated wealth usually found in other places.

THE SUGAR REFINERY.

The first among the more important industries is the sugar refinery, which commenced work in the latter part of 1880. The buildings of this concern cover the greater part of a plot of ground nearly five acres in extent and are connected with the I. C. R. by a siding to the railway wharf. The principal buildings are 6, 7 and 8 storeys high. The Company have a barrel factory in connection with their refinery and in this respect have a great advantage. The capital of the Company is \$200,000, and the dividends, after leaving a considerable amount for rest, have amounted to 10 and 15 per cent. per annum.

THE BRASS FACTORY.

Six or seven years ago, a company of New Brunswick and Prince Edward Island capitalists was formed for the purpose of perfecting and manufacturing the Peters Combination Lock, the invention of Mr. Alfred E. Peters, of Moncton. This Company was styled "The Peters Combination Lock Company," the capital was \$63,000, and although the head office was at St. John, N. B., the manufacturing for the Company was done at Waterbury, in the State of Connecticut, U. S. When the National Policy became a fixed fact, the Company was naturally inclined to look to Canada for a locality in which to commence manufacturing. The people of Moncton evinced a laudable interest in the enterprise and the result was that the town was selected as the headquarters for future operations of the Company. Application was made to the Legislature and the capital was increased to \$200,000, the principal office and place of business being removed to Moncton. A large three storey brick building, 165 feet long and 65 feet wide, and a brick foundry 30 by 60, were erected in 1879-80, and work was commenced with a force of about a dozen men and boys. Since then the business of the company has increased and is only limited by the amount of capital employed. A year ago, upwards of 60 hands were employed; at the last monthly pay of the company, 100 names were on the roll. A large iron foundry, and a japanning shop have also been erected, both within the past year.

THE COTTON FACTORY

enterprise resulted from the success of the sugar refinery, and the principal stockholders are largely the same. The capital is fixed at \$400,000, the greater part of which was subscribed last winter. Work at the buildings was commenced in the spring, but delayed somewhat on account of the weather and scarcity of materials and labor. Notwithstanding these drawbacks it is hoped to commence operations in March. The buildings are about finished, and the laying of the floors will be completed in a few days. The machinery has all been ordered from makers in England, the United States, and

Canada, and several car-loads have already arrived. It is worthy of note that the main building of the Moncton factory is only three storeys high, which, the best judges say, is all that is necessary. The saving thus effected in building is not inconsiderable. Only 50 per cent. of the subscribed stock has yet been called in, and it is believed that will be sufficient to build and equip the present mill, which will contain over 200 looms and nearly 11,000 spindles. It is proposed to double the capacity at an early date after the commencement of operations, and sufficient boiler and engine-house accommodations, etc., is now being provided for such an enlargement of the main building. The dimensions of the different buildings at present erected are as follows: Main building, 80 by 200, three storeys, 12 feet each; tower 22 by 29; belt race, 10½ by 80; engine house and picker rooms, 62 by 75, four storeys; boiler house, 59 by 73; chimney 20 feet square at foundation shaft, 14 by 14 at base, and 140 feet high.

THE RECORD FOUNDRY AND MACHINE COMPANY WORKS

are among the largest in the Province. The company, which was formed in 1881, has a capital of \$35,000. Improvements are being introduced all the time and the business is this year steadily increasing. Nearly 40 hands are now employed.

WOOD WORKING FACTORIES.

The wood working factories constitute a very important item in the industrial activity of the town.

That of Strumbart and Johnson is situated on the wharf siding of the I. C. R., at the foot of Westmorland-street. The proprietors last winter commenced the manufacture of plain furniture, but were obliged to give up that branch of business owing to the rush of building work. They now propose enlarging their factory room by a two storey extension, when improved drying apparatus will be introduced and the manufacture of furniture re-commenced.

Peters Bros. factory is on Wesley-street, and has been kept busy all summer. The most improved labor saving machinery has been introduced, and a large trade has been worked up during the past year with various outside points, principally north of Moncton on the line of the Intercolonial. They intend erecting a large three storey factory next spring, the frame for which has been ordered. They have paid out in a single month about \$1,500 for wages alone, and two or three times as much for material. During the busiest time their pay roll contained over 60 names.

THE KNITTING FACTORY.

This is the newest of Moncton's industries. The company was organized August 16 at the office of Borden & Atkinson. The work-room is in the second flat of Dunlap's Hall. Quite a number of hands are already employed and there is a great opening for the industry.

CARRIAGE FACTORIES.

The principal carriage factories in the town are those of Messrs. J. H. Marks, Mechanics street, and Mr. W. H. Colpitts, corner of Steadman and King streets. Quite a number of hands are employed in each establishment, and some good work is turned out. Mr. Marks has lately introduced steam power. The iron work for both establishments is done on the premises.

OTHER INDUSTRIES.

Among the other industries of the town are W. S. Torrie's soap factory, Mr. E. McCarthy's and Mr. Harvey Brown's iron working shops, the clothing factories, employing nearly a hundred hands, and others of more or less importance.

At a family council held recently of the family of the late Sir Hugh Allan, Messrs. Hugh Montague Allan and Andrew Alexander Allan were appointed tutor and sub-tutor to Bryce James Allan, twenty years old; Edith Maud, eighteen years; Mabel sixteen; and Arthur Edward, twelve years of age.

COTTON MANUFACTURE IN CANADA.

Two years ago there were seven cotton mills in the Dominion; now there are twenty-one, engaging in the aggregate an approximate capital of \$6,600,000, as follows:—

Nova Scotia Cotton Co., Halifax, N.S.	\$300,000
Moncton " " Moncton, N.S.	200,000
Windsor " " Windsor, N.S.	200,000
Wm. Parks & Son, St. John, N.B.	200,000
St. John Cotton Co., St. John, N.B.	250,000
St. Croix " " St. Stephen, N.B.	500,000
Chambly " " Chambly, Que.	200,000
Coaticook " " Coaticook, Que.	200,000
V. Hudon " " Hochelega, Que.	400,000
St. Anne " " Hochelega, Que.	300,000
Merchants " " St. Henri, Que.	400,000
Valleyfield " " Valleyfield, Que.	500,000
Canada " " Cornwall, Ont.	600,000
Stormont " " Cornwall, Ont.	500,000
Kingston " " Kingston, Ont.	200,000
Dundas " " Dundas, Ont.	400,000
Hamilton " " Hamilton, Ont.	300,000
Ontario " " Hamilton, Ont.	300,000
Lybster " " Merriton, Ont.	250,000
Thorold (late Dolan & King), Thorold, Ont.	200,000
Craven, Brantford, Ont.	200,000
Total	\$6,600,000

WATER-WAYS V. RAILWAYS.

(From the New York Commercial Bulletin.)

It would be a serious mistake to suppose that the final settlement of the transportation question depends upon a proper legal adjustment of the rights and powers of the railroad corporations. The true, natural, and final settlement of the railroad question must depend upon the solution of the far broader question—what is the cheapest medium of carriage that nature admits of?

For the last forty years the success and the profits of railroad construction have been so great that every call for transportation facilities has been met by that means. It has been taken for granted that the railroad is the best medium for carriage, and that the old methods have either been superseded or are gradually becoming obsolete. Judgment on this question has gone by default, simply because nobody has cared to challenge the unreflecting verdict of public opinion. Experience, however, has found railroad service to be, in so many aspects, unsatisfactory and even oppressive to commerce, that at last we see the beginnings of an earnest inquiry into the question whether, for a large amount of transportation, the railroad is really the most economical means obtainable. This question is raised even in England, where railroad management is conducted with perhaps greater ability and economy than in any other country, and where, to say the least, it has given less occasion for public complaint than anywhere else.

An article in the last number of the *Edinburgh Review* shows how a series of causes have led to an inquiry in high quarters as to the utility of waterways as compared with railways. The writer reviews, from a mass of official and professional data, the experience of railroad and inland-water carriage, during late years, in Great Britain and on the Continent of Europe, and we cite the following from his conclusions:—

"It is thus on evidence that in France, in Germany, in Belgium, and in England, the work which is done for a third of a penny by canal will cost nine-tenths of a penny on a railway; the former price covering five per cent. interest on capital, and a sinking fund, the latter covering only four and a quarter per cent. interest, and no sinking fund."

These conclusions demonstrate the immense superiority of the canals over the railroad in respect to economy of rates. It is true that the economy is available only in respect to the bulkier freights, such as coal, iron, oils, grain, cotton, etc.;

but what a large proportion of the entire tonnage carried do these products constitute! The article also shows that the advantage of the railroad over the canal in respect to speed is much less than is generally supposed.

It is further to be noted that, so far as respects Great Britain, the greater economy of the canal over the railroad obtains in spite of the most complete disregard of scientific considerations in their construction and of the propelling power employed on them. The writer shows that canal construction has hitherto almost completely ignored the laws of hydrostatics, and that by a more scientific regard for the capacity and the sectional form of these water-ways, it would be possible to largely augment the speed of canal boats and to greatly reduce the cost of propulsion or traction. This, he maintains, is a field of scientific inquiry that awaits important achievements in the direction of cheap transportation.

THE TIME TO SELL WHEAT.

Mr. Walker, statistician to the New York Produce Exchange, has compiled a valuable little table showing the price of wheat at New York during the first half and the last half of each of the last sixteen years. The table follows:

NEW YORK MARKET.

Crop of year.	Average price.	
	1st half.	2nd half.
1866.....	\$2 35½	\$2 49½
1867.....	2 36½	2 30
1868.....	1 72	1 54
1869.....	1 35	1 30½
1870.....	1 39	1 50
1871.....	1 53½	1 60½
1872.....	1 67	1 58
1873.....	1 51½	1 41½
1874.....	1 13½	1 24
1875.....	1 28	1 17½
1876.....	1 33	1 63
1877.....	1 32½	1 27½
1878.....	1 03½	1 07½
1879.....	1 18	1 21
1880.....	1 14	1 23
1881.....	1 39½	1 32

The year for this purpose is from September 1 to August 31, and the grade of wheat taken is No. 2 spring. It will be seen that in eight of the years the price has been higher in the last half of the year, and in eight of the years higher in the first half.

The Dominion Wrecking and Salvage Company have appropriated \$60,000 for the construction this winter of two schooners for lake service.

A seat in the New York Stock Exchange was sold on Saturday for \$30,000. Within about a year past sales of seats have been made first as high as \$32,000 to \$33,000, subsequently at \$27,000, and at \$30,000 before this last sale.

All the test wells that have been put down at Belle River, says the *Echo*, both on the Mousseau and adjoining farms, have produced great quantities of gas. One of them has burned constantly for three weeks, with a column of flame 100 feet high and a foot in diameter. The Walker, McDonald, & Bruchel firm are now drilling rapidly into the rock with machinery and a gang of Petrolea men. The foreman of these men reports that he is positive of striking oil when he commences, and that he has never seen more favorable indications at Petrolea.

A strange story comes from Montreal as to alleged counterfeiting of new pianos by piano dealers. In a case which came to notice recently a gentleman had purchased a piano for new. He found that it was an old instrument refitted and refurnished with varnish. He insisted upon having it changed, and another spurious article was sent. At length, by dint of threatenings and of persistent determination not to be swindled, he got a new piano, the genuine article. He avers that he is only one out of a hundred who, having thus been cajoled, compelled the dealers to do them justice.

WEEKLY AVERAGE PRICES OF OSWALD

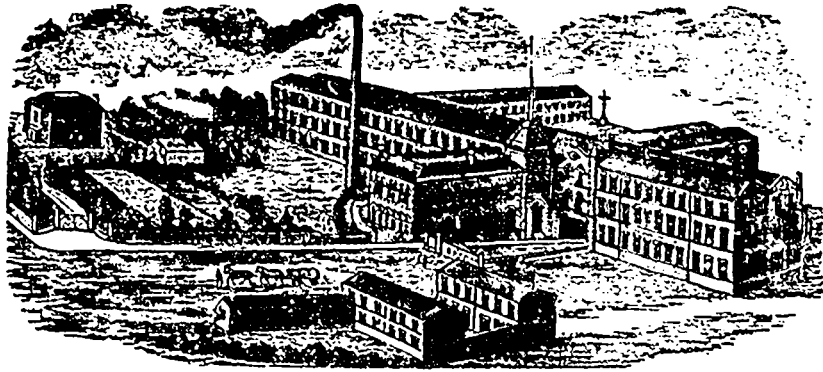
(Members of the

53 & 55 ST. FRANCOIS-XAVIER

BANKS.	JANUARY.				FEBRUARY.				MARCH.			
	1st Week.	2nd Week.	3rd Week.	4th Week.	1st Week.	2nd Week.	3rd Week.	4th Week.	1st Week.	2nd Week.	3rd Week.	4th Week.
1. Montreal.....	198½	199	199½	199½	199½	203	205½	207½	209½	210½	213½	213
2. Ontario.....	60½	60½	60½	60½	60½	60½	61½	61½	62½	62½	65½	65
3. Peoples.....	90½	91½	91½	91½	90½	90½	*89	89	90	89	89½	90
4. Molsons.....	119½	119½	122½	123	123½	125	126½	128	128½	128½	125½	127
5. Toronto.....	167½	166	167½	167½	166	168½	169	170½	174½	175	176½	177½
6. Jacques-Cartier.....	119	116½	115	113	112½	112	112	114	117½	116½	115½	117
7. Merchants.....	126½	126½	126½	126½	126½	128	129	131½	132½	132½	133½	134
8. Eastern Townships.....	120	121½	121½	122½	120	119½	121	121	120½	119½	.....	122½
9. Union.....	93	95	94½	93	94	94	94½	93	93½	93	93½	.....
10. Commerce.....	141½	139½	140½	139	139½	142½	142½	143½	175	144½	146½	146½
11. Exchange.....	140½	146½	145½	.....	.....	145½	146	146	.....	146½	154	168½
12. Federal.....	152	154½	162	.....	.....	161½	161½	162½	163½	166½	169	171½
13. Hochelaga.....	92½	92	93	.....	.....	92½	92½	93	92	93	.....	.....
MISCELLANEOUS.												
14. Mont. Telegraph Co.....	123½	124	123½	124½	125½	124½	124	125	125½	123½	122½	*117½
15. Dom.....	.....	.....	.....	.....	.....	.....	.....	95½	95	95	95	.....
16. R. & Ont. Nav. Co.....	51½	50½	53½	54	53½	53½	53½	50½	57½	59½	61½	61½
17. Montreal Gas Co.....	145½	146½	152	160½	162½	163½	166	171	171½	170½	174	176½
18. City Passenger R. Co.....	128½	128½	131	130½	132½	135	135	135½	135½	136	142	141½
19. St. Paul M. & M. Ry.....	111½	113½	115½	111½	110	109½	110½	110	111½	111½	117½	119½
20. Canada Paper Co.....	.....	.....	113½	.....	.....	.....	.....	.....	.....	112½	.....	.....
21. Canada Cotton Co.....	155	157	153½	151½	143½	135	135	137½	136½	137½	141½	147
22. Dundas.....	135½	138	137	136½	134	137	*128	126	126½	125½	127½	125½
23. Montreal.....	.....	177½	172½	163	177½	175	165	170	174	171½	.....	175
24. Mont. Loan & Mort.....	105	105	103½	108	108½	109½	110	110	*107½	.....	107	107
25. Royal C. Ins. Co.....	51	52½	52	50	49½	49½	51	52½	51	50½	50½	50½
26. Can. N.W. Land Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
BANKS.												
JULY.												
AUGUST.												
SEPTEMBER.												
1. Montreal.....	207½	207½	210	211½	212½	212	212	211½	211½	211½	210	210½
2. Ontario.....	124	123½	126½	127½	127½	127	127½	126½	126½	127½	127½	128
3. Peoples.....	89	88½	88½	90	91½	92	89½	89½	89½	88½	88	87½
4. Molsons.....	127	126½	128	128½	129½	130½	130½	131½	132½	132	*127	128½
5. Toronto.....	181	181½	184	187½	191½	193	193	192½	193	193	190½	190½
6. Jacques-Cartier.....	118½	117½	118½	117	119½	118½	118½	116½	116½	116½	118	118
7. Merchants.....	128	127½	128½	128½	130½	131½	130½	130½	130½	130½	130	130½
8. Eastern Townships.....	121	120½	120½	121	121	121	120	120½	120½	120	.....	.....
9. Union.....	96½	94½	96	96½	96	95½	95	94½	93½	94	.....	.....
10. Commerce.....	141½	141	142½	143½	144½	144½	144½	143½	144	144½	142½	142½
11. Exchange.....	172½	.....	172½	.....	176½	175	173	173	177½	182½	180	178½
12. Federal.....	.....	.....	146	154	152½	154½	155½	155½	153½	150½	151½	150½
13. Hochelaga.....	.....	94	94½	94½	94½	95	95½	95½	95½	95	95½	95½
MISCELLANEOUS.												
14. Mont. Telegraph Co.....	131	130½	131	131½	131½	132½	133	132½	132½	132½	131½	*129½
15. Dom.....	.....	.....	95	.....	94½	96	94½	95½	.....	.....	.....	.....
16. R. & Ont. Nav. Co.....	75½	73	72½	71½	73½	74½	74½	74½	74½	72½	70½	72
17. Montreal Gas Co.....	166	167½	171½	173	175½	178½	182½	186	189½	197½	196	193½
18. City Passenger Ry.....	145	145½	147½	150	151½	152½	153½	158½	160½	160½	157	154½
19. St. Paul M. and M. Ry.....	134	135	140½	+135½	134	142	143½	145½	150	162½	160	160½
20. Canada Paper Co.....	.....	*113½	118	118	.....	.....	.....	116½	121½	129½	.....	.....
21. Canada Cotton Co.....	138½	136½	.....	140	140	138½	138½	136	136	136	135½	136½
22. Dundas.....	125	126½	124	124½	125	125½	127	150	*123	221½	119	117
23. Montreal.....	155	153½	151	.....	.....	155	152½	150	.....	.....	.....	159½
24. Mont. Loan & Mort.....	.....	.....	.....	108	108	108	110	107½	*107	.....	104½	106½
25. Royal C. Ins. Co.....	.....	.....	.....	.....	49½	50½	50½	51	.....	.....	.....	.....
26. Can. N.W. Land Co.....	.....	.....	.....	.....	.....	.....	.....	.....	45	41	41	40

..... No Quotations,

* Ex Dividend.



SAMUEL LAW & SONS, CLECKHEATON, - ENGLAND. CARD CLOTHING AND WIRE MANUFACTURER.

PATENTEES AND SOLE MAKERS OF
ROLLED DOUBLE CONVEX WIRE,

Especially adapted for Fine Spinning.

RUBBER and NANKEEN CLOTHING for Cotton Cards, VULCANIZED RUBBER for Worsted Cards, with tempered steel, or tinned wire.
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W. & F. P. CURRIE & CO.
100 GREY NUN STREET, MONTREAL.

Manufacturers of

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A large Stock always on hand

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ROMAN CEMENT, WATER LIME,
PLASTER OF PARIS, &c.

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The undersigned are prepared to receive and execute orders for furnishing the

“ARC” ELECTRIC LIGHT,

With MACHINES of 5-LIGHT CAPACITY and Upwards.

The Lights will be fitted as required by the Board of Fire Underwriters, and will be supplied for thirty days on trial. If not then approved as satisfactory they will be removed and no charge made.

Prices and further particulars on application.

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162 St. James St. - - - MONTREAL

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MANUFACTURER OF

**Fire & Burglar-Proof
SAFES,**

Vault Doors,

Wire Window Guards,

Iron Shutters,

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Express, Cash and Jewel Boxes made to order. Locks made and repaired, and Keys fitted. Gunsmithing executed in the best manner and with despatch.

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All Job Work in the above lines promptly attended to.

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 Hon. Adam Hope, T. Sutherland Taylor, Esq.
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Collections made on the most favorable terms. Interest allowed on deposits.

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 Brown Cottons,
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 Colored Cotton Yarns,
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The Wholesale Trade Only Supplied.

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Pacific Railway Co.

The CANADIAN PACIFIC RAILWAY COMPANY offer lands in the **Fertile Belt** of Manitoba and the Northwest Territory for sale, on certain conditions as to cultivation, at

\$2.50 PER ACRE.

payment to be made one-sixth at time of purchase, and the balance in five annual instalments with interest at Six per cent.

A Rebate of \$1.25 per Acre

being allowed for cultivation, as described in the Company's Land Regulations.

THE LAND GRANT BONDS

of the Company, which can be procured at all agencies of the Bank of Montreal and other Banking institutions throughout the country, will be

Received at 10 per cent. Premium

on their par value, with interest accrued, on account of and in payment of the purchase money, thus further reducing the price of the land to the purchaser.

For copies of the Land Regulations and other particulars, apply to the Company's Land Commissioner, JOHN McFAVISH, Winnipeg, or to the undersigned

By order of the Board,

CHARLES DRINKWATER,

Montreal, May 10, 1882. Secretary.

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Electrotype Foundry

The Only Complete Foundry in Canada.

ESTABLISHED 1870.

Merchants and Manufacturers wishing Business Cuts will find it to their advantage to give us a trial.

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ST. JOHN, N.B.,

Manufacturers of all kinds of

BOILERS!

And Ships' Tanks.

BOOTH & SON,

Coppersmiths and Metal Spinners.

Distillers', Brewers', Confectioners', House-furnishers' and Plumbers'

COPPER and BRASS WORK

In Stock or Made to Order.

The "ALKATINE,"

The only Preparation which extracts Stains from Marble (without friction,) and for cleaning the same.

Extra Prize Awarded at Prov. Exhibition at Montreal, 1882, and endorsed by the best authorities in this City

FOR SALE AT PROMINENT DRUG STORES.

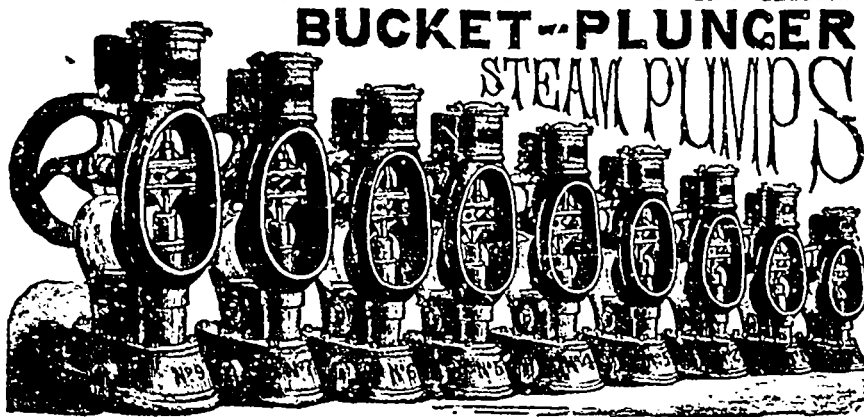
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For sale at the more prominent Grocery and Housefurnishing stores.

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PERFECT PULLEYS

The Medart Patent

WROUGHT RIM PULLEYS,

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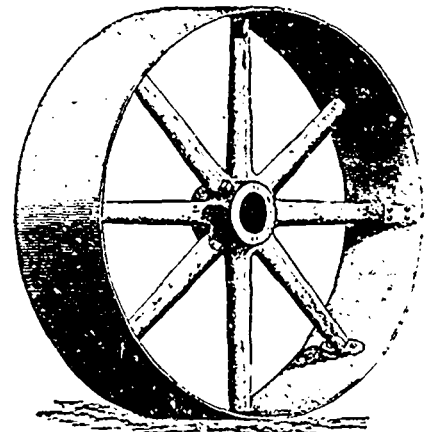
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NEW BRUNSWICK
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SAINT JOHN, N.B.

WM. PARKS & SON,
Cotton Spinners, Bleachers and Dyers,

Have been awarded "PRIZE MEDALS" for 1882—

At the TORONTO INDUSTRIAL EXHIBITION—

Four Silver Medals and Three Bronze.

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Silver Medal for "Best Exhibit."

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Silver Medal for Best Exhibit, and First Prize,

For their celebrated Beam Warps, Cotton Yarns, Carpet Warps,
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The smoothness and even finish of the goods, and brilliancy of colour,
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TICKINGS,

BEAM WARPS of every variety.

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BALL KNITTING YARNS,

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WM. BALL, ASSISTANT MANAGER.
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WHITE AND RED OAK,
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WICKORY, HARD & SOFT MAPLE.
WHITEWOOD, BALM, BASSWOOD,
AND ALL KINDS OF HARDWOOD
LUMBER AND WHITE OAK SHIP PLANK.

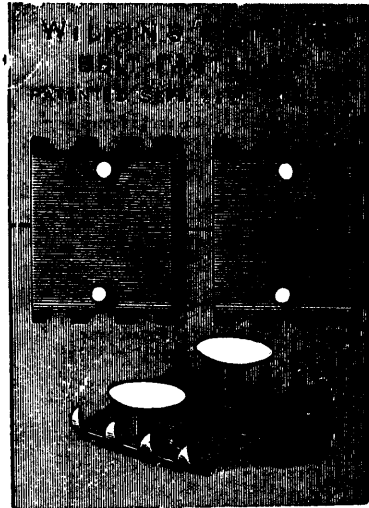
Also the Most Extensive Manufacturers of

Wagons, Carts & Sleighs, and Wagon Stock
In the Dominion of Canada.

Having ample capacity for turning out from 3,000 to
5,000 Wagons annually.

Wilkins' Metallic Belt Fastener.

IMPORTANT TO MANUFACTURERS,
MILL OWNERS,
AND ALL USERS OF BELTING.



A MOST PRACTICAL INVENTION.
SIMPLE, CHEAP,
EFFECTIVE AND DURABLE.

Lately Patented in the U. S.

A New Device for Joining together the Ends of Machinery
Belting both Leather and Rubber of all
Widths and Thicknesses.

Wilkins' Metallic Belt Fastener is made of fine tempered steel with small V shaped teeth projecting from the plate at right angles. Being applied as shown in the foregoing cut with the teeth inserted into the material of the belt, and secured by copper or other rivets, it makes the strongest possible joint.

It has been thoroughly tested and is approved of, in preference to lace leather, belt hooks, and all other fastenings now in use. Send for Circular and Price List or sample package, MEDIUM size, which is suitable for most belts.

Manufactured in three sizes, by the inventor, W. F. WILKINS, Adamsville, P.Q., to whom orders may be sent.

ALL ONTARIO orders should be addressed to

JOHN WILKINS,
47 Wellington St. East, Toronto.

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"Soho Machine Works,"

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DEALERS IN

Iron and Wood Tools,

Mill Machinery,

Foundry Supplies,

Planing Mill Supplies,

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MANUFACTURERS OF

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Machinery,

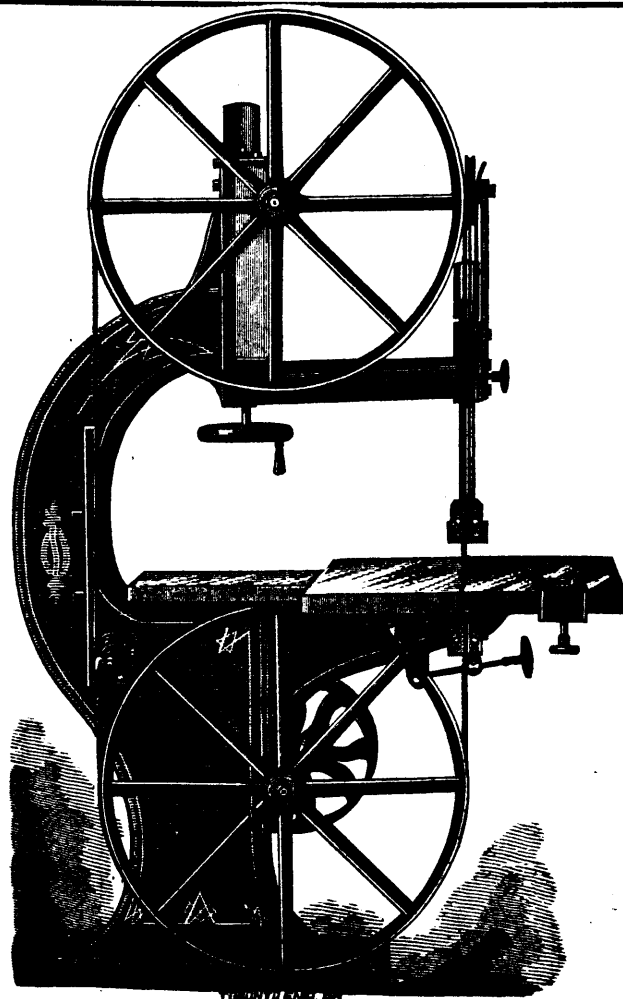
Saw Mill Machinery,

Mill Work, &

Architectural Iron Work.

SEND FOR LISTS.

Mention this advertisement when writing.)



Machinery in Stock.

- 16 Iron Lathes, various sizes,
new and second hand.
- 5 Iron Planers, do.
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- 1 Gear Cutter.
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- 8 Scroll Saws.
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- 2 Daniel's Planers.
- 2 Buzz Planers.
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- 3 Tenoning Machines.
- 8 Mortising Machines.
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- 4 Dowel Machines.
- 2 Sand Papering Machines.
- Etc., Etc., Etc.

SEND FOR LIST.

Give particulars and price of
any Machinery you have for sale



Tenders for Iron Stakes.

SEALED TENDERS addressed to the undersigned and endorsed "Tender for Iron Stakes," will be received at this office until the 20th of January next, for the following quantities of iron stakes for the Dominion Lands surveys, viz:

Twenty-five thousand stakes, small size.
One thousand stakes, large size.
Stakes to be made of three-eighth inch and inch and a quarter gas-pipe for small and large sizes respectively.

The above to be delivered at Regina, Assiniboin, on or before the 15th of April, 1883.

Specifications and samples can be seen at the Department of the Interior, Ottawa.

Each tender must be accompanied by an accepted bank cheque, made payable to the Hon. the Minister of the Interior, equal to five per cent. of the amount of the tender, which will be forfeited if the party decline to enter into a contract when called upon to do so, or if he fail to fulfil his contract. If the tender be not accepted, the cheque will be returned.

The Department will not be bound to accept the lowest or any tender.

By order,
E. DEVILLE,
Chief Inspector of Surveys

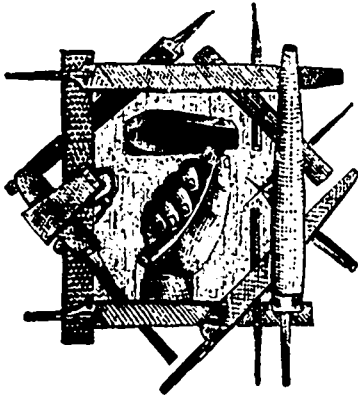
Department of the Interior, }
Ottawa, 28th Dec., 1882. }

FILES !

Sherbrooke File Works.

Established 1875.

J. H. CHAPMAN & CO.



ALL HAND-CUT FILES made from the Best Sheffield Cast Steel.
Warranted equal to the Best Imported Brands.
Send for Price Lists and Discounts.
FILES RE-CUT.

SHERBROOKE, - QUE.

WM. CRABB & CO.,

Manufacturers of all kinds of

STEEL + PINS

AND PICKER TEETH.

ALSO

Hackles, Combs and Gills,

AND MILL SUPPLIES.

NEWARK - - - N. J.

THE BELL Telephone Co'y

OF CANADA.

—Manufacturers and Dealers in—

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INSTRUMENTS,

Electro-Medical Apparatus;

Fire Alarm Apparatus,

Magnets for Mills,

Electrical Gas Lighting Apparatus,

Burglar Alarms,

Hotel and House Annunciators,

Electric Call Bells, &c., &c.

For further particulars apply to

No. 12 HOSPITAL STREET,

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J. C. DIXON & BROS.

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YARNS.

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ONT.

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MACHINERY

Of Every Description

MANUFACTURED.

GENERAL REPAIRS DONE.

THOS. STEWART, ALEX. FLECK, JR. STEWART & FLECK JR.

Boilers of either Iron or Steel,

IRON MASTS,

CASTINGS of Every Description.

DAVID JONES'
 CELEBRATED
Cast Steel Table Cutlery!
 BEST CAST STEEL, Warranted.
 EDGE TOOL & CUTLERY
 WORKS,
WOODSTOCK, N.B.
 Awarded Diploma and Medal by the New Brunswick Government in 1873.

Portland Forge and Ships' Iron Knee Manufactory.
J. A. & W. A. CHESLEY,
 Corner of Harrison-st. and Straight Shore Road,
 Portland, St. John, N.B.
 —MANUFACTURERS OF—
 Shafting, Locomotive Frames,
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 Windlass Necks, Truck, Engine & Car Axles,
 Windlass Breaks, Davits, Truss Bows,
 And all kinds of Hammered Shapes.
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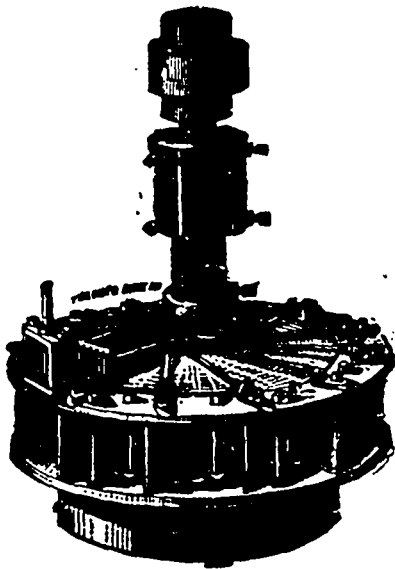
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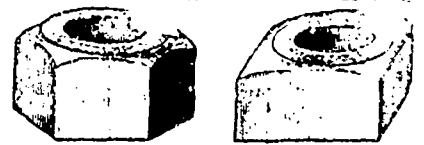
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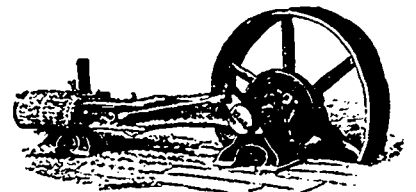
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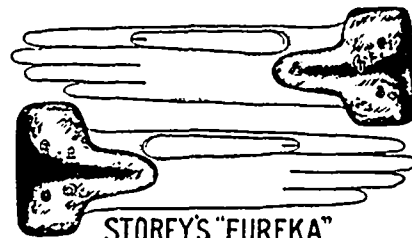
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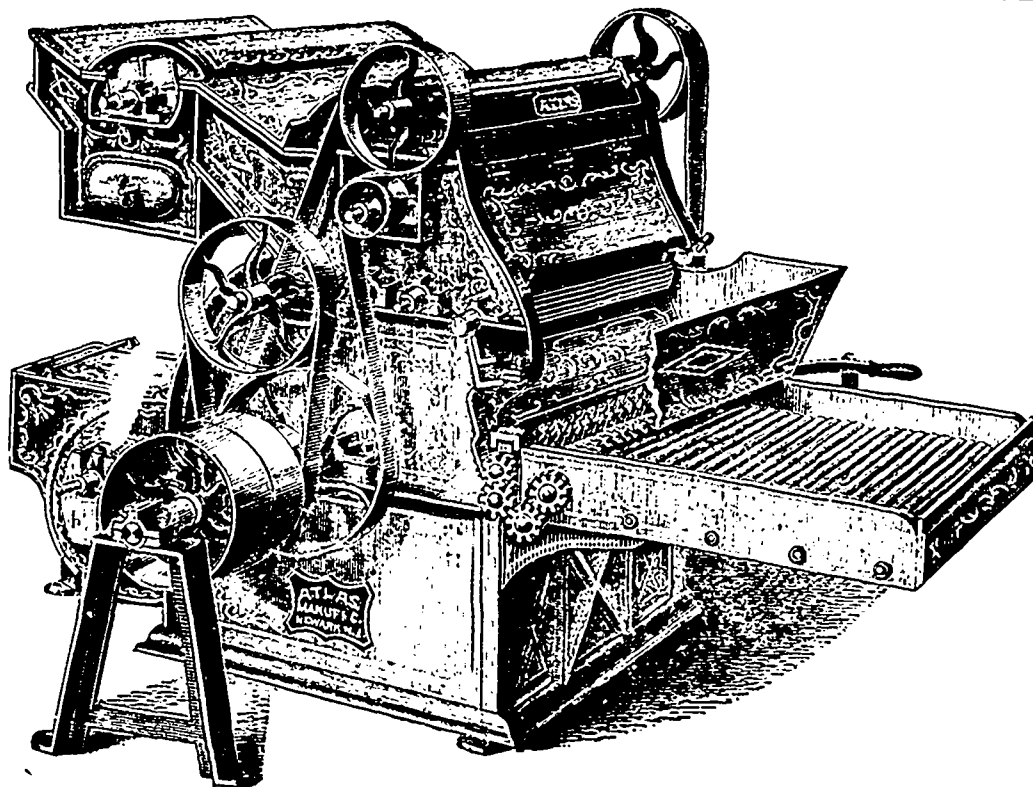
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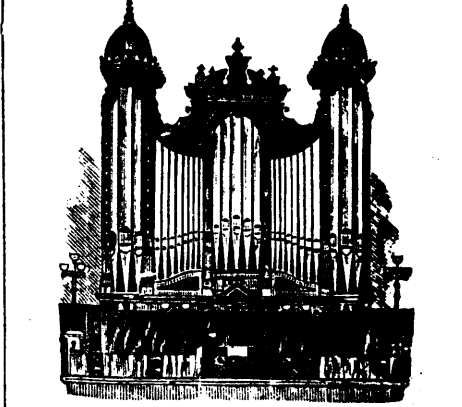
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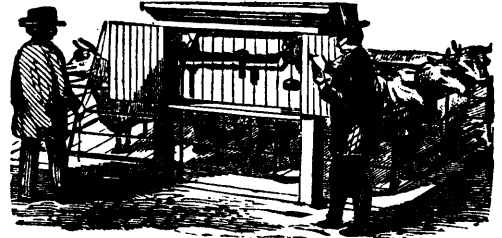
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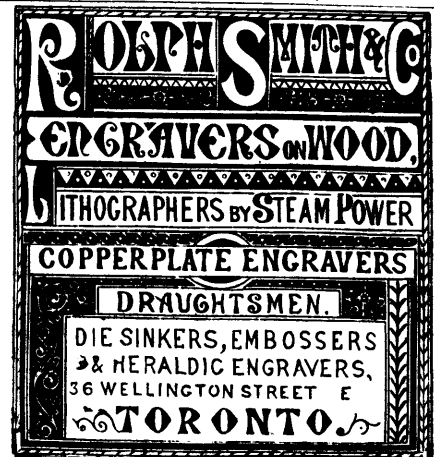
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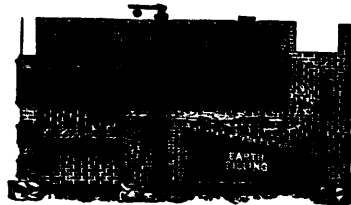
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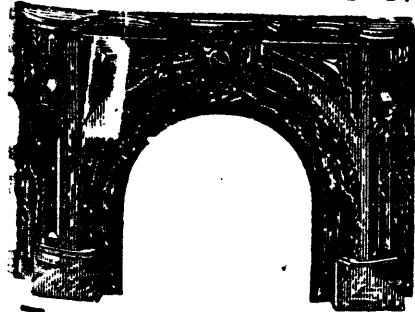
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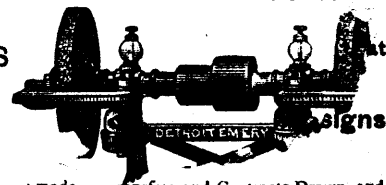
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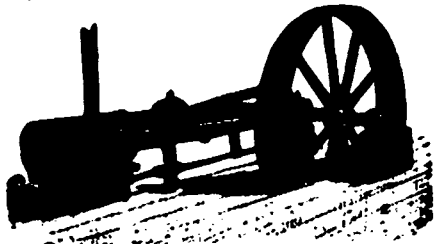
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