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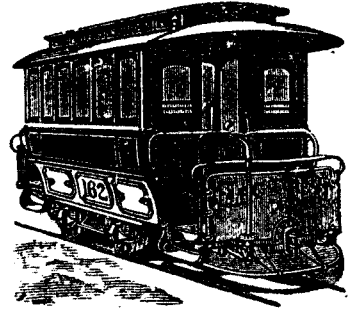
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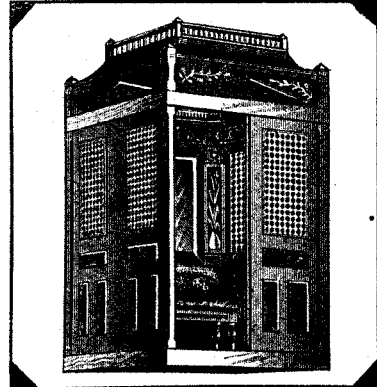
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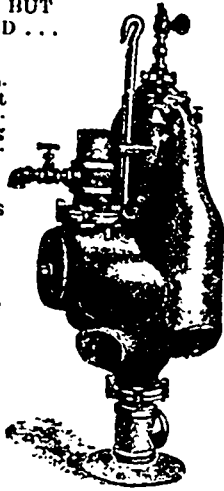
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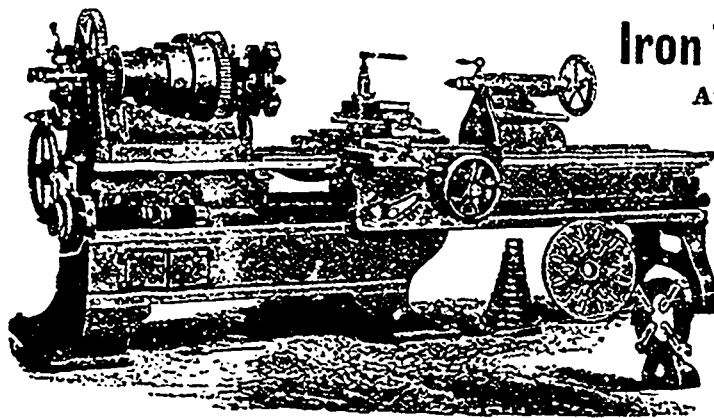
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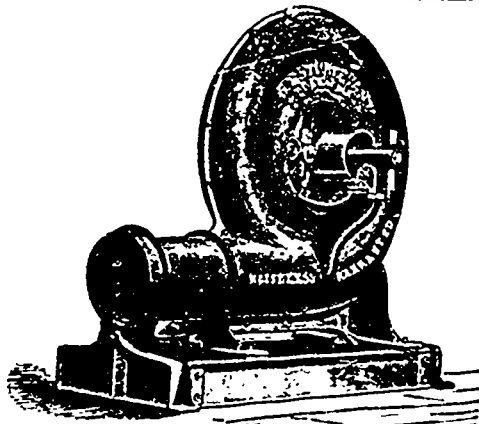


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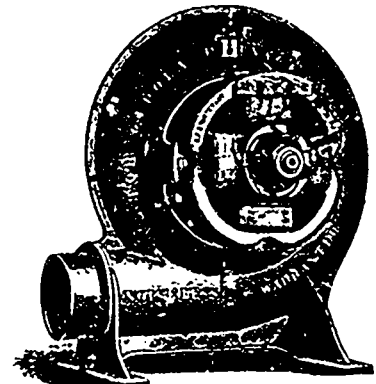
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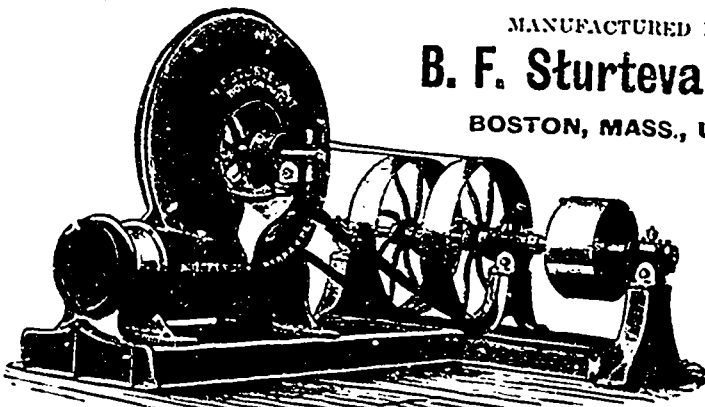


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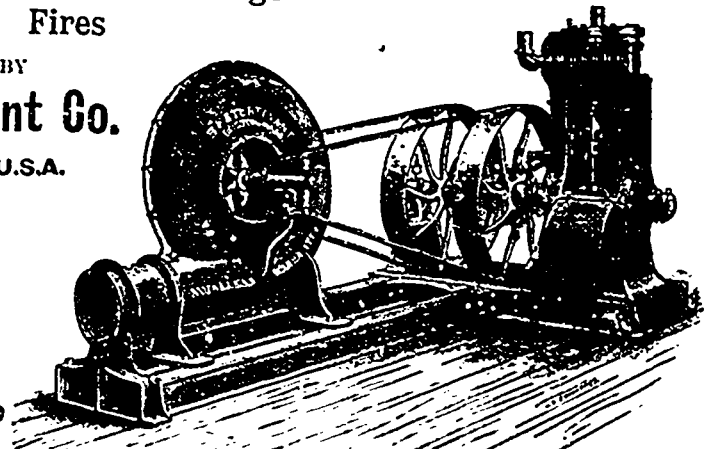
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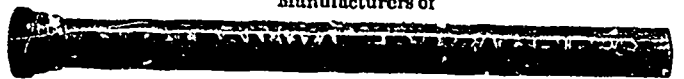
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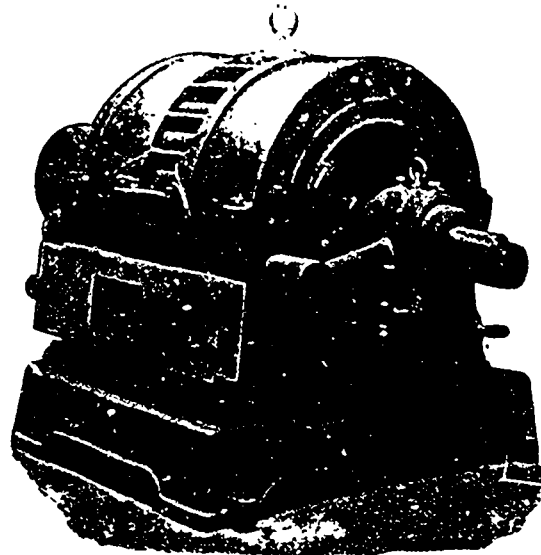
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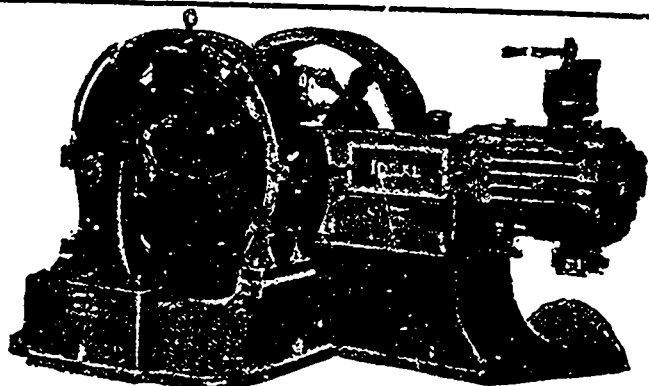
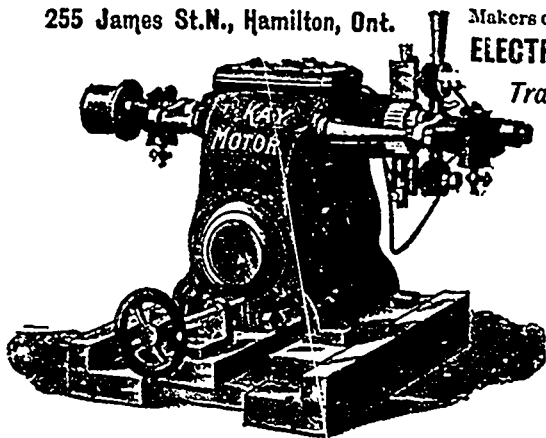
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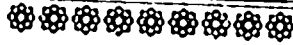
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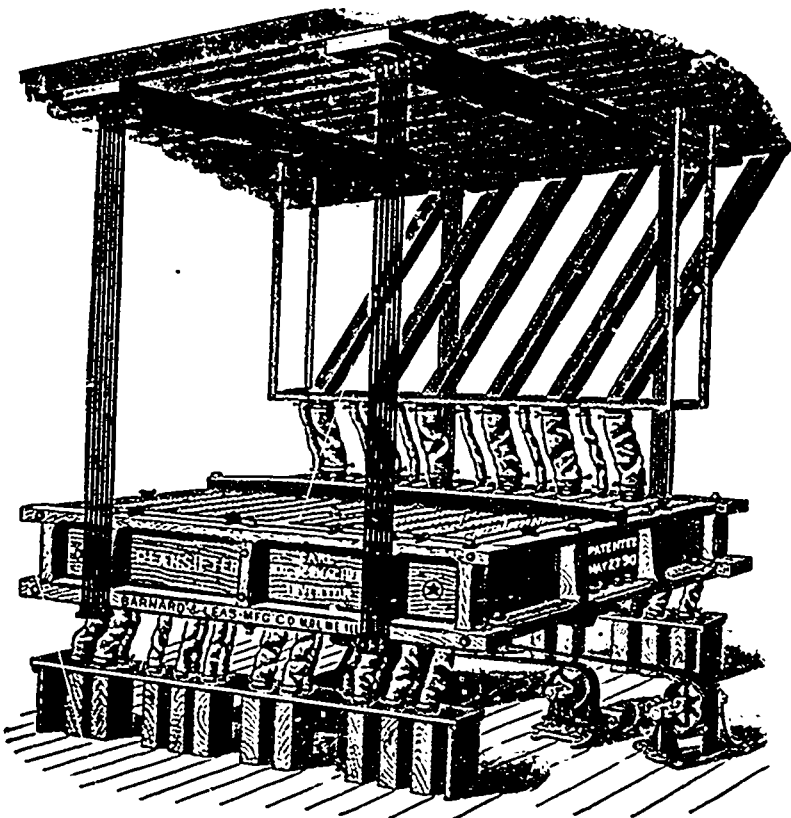
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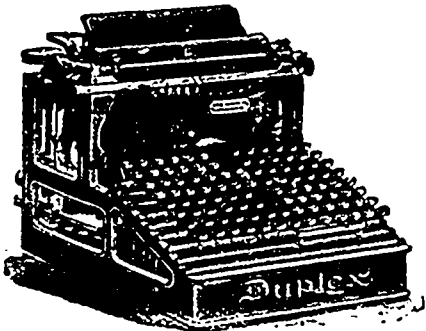
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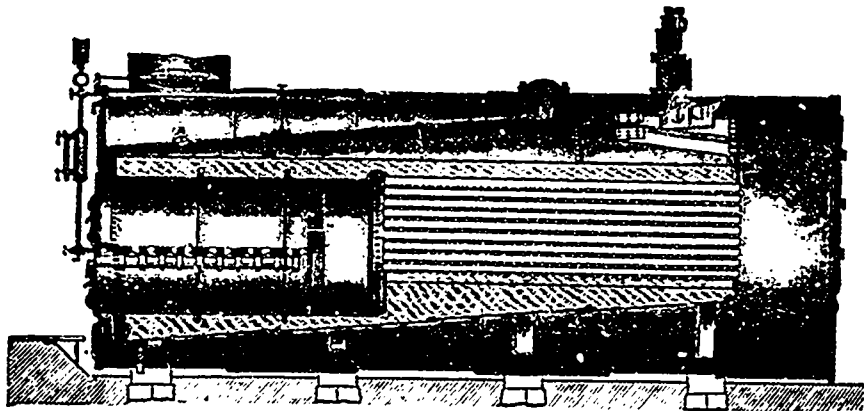
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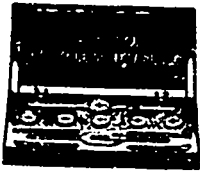
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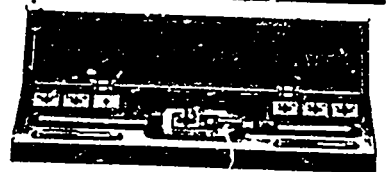
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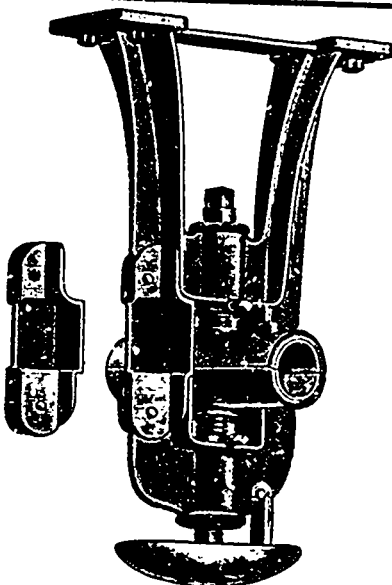
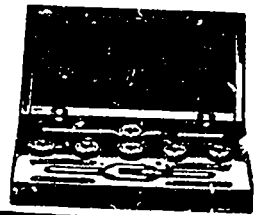
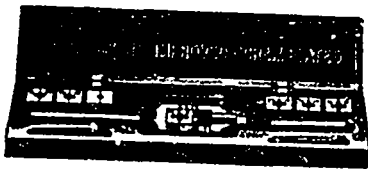


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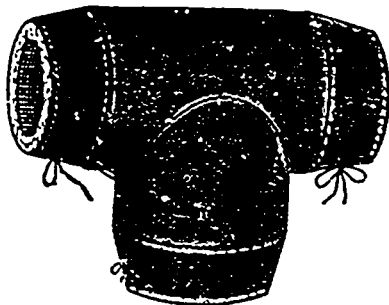
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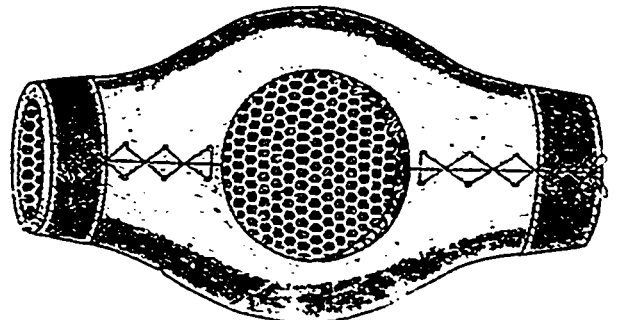


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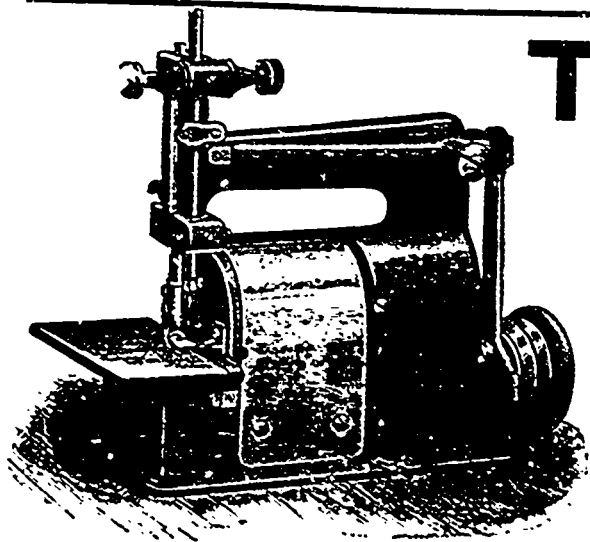


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OUR TARIFF EDITION.

Since the announcement that the management of this journal would issue a special edition of THE CANADIAN MANUFACTURER, containing the 1897 Canadian Tariff and the 1897 United States Tariff, as soon as the tariff bills of these two countries become law; and also the British Tariff and the British Merchandise Marks Act, all included within one

cover, we have received many pleasant letters from appreciative friends, and many favorable notices from contemporaries, both in Canada and abroad, complimenting us upon our enterprise and wishing us success therein.

The Canadian Minister of Finance has brought down his tariff bill and it is now under discussion with the probability that but a comparatively short time will elapse before it will become the law of the land. It is operative now, but it is likely that several changes of greater or less importance will be made in it before its final passage.

The United States tariff bill, which was introduced into the House of Representatives and passed that ordeal in March, is yet under consideration in the Senate. The friends of it hope that it will pass that body and be ratified by the signature of President McKinley at an early day.

As soon as these two tariff bills become law our special edition will be published as announced.

In the meantime we are receiving instructions from many business concerns in Canada, United States, Great Britain, Belgium and Germany, to insert their business cards in that edition. They appreciate the fact that a reliable publication that contains authentic reproductions of the tariffs of the three great countries named will be carefully preserved for reference, and that their business announcements contained therein, will not be forgotten. The arrangement of the publication will be such that this tariff matter will be alternated throughout with advertising matter. Conspicuous headlines on each page of tariff matter will proclaim the country to which the tariff on that page relates, and the matter will be printed with new plain-face type. Each copy of the publication will be provided with a loop by which it may be hung in any convenient place; and as the paper will be good, and the cover and binding strong, the value of it as a ready reference will not be seriously impaired by years of constant use.

We therefore again call attention to this special tariff edition of THE CANADIAN MANUFACTURER as a valuable advertising medium; and those who desire to reach about every mill, factory, lighting station and counting house in Canada, from the Atlantic to the Pacific, who have not already done so, should, without delay, place their order for advertising with us.

The Chancellor of the Exchequer has laid his hand on the motor. Every one of these vehicles between one and two tons will pay two guineas, and between two and three tons three guineas, in addition to the present rate of carriage duty. Furthermore, it would seem that every self-propelled bicycle and tricycle will be liable to a license at the rate of one guinea per annum. For cars over one ton and under three tons a guinea will have to be paid, unless they are used as public vehicles, when the present Hackney-carriage rate of fifteen shillings will be applied. The public "bus" of the future will be charged £1 17s. or £3 18s., according to weight. The weights will be of the unladen vehicle, and exclusive of accumulators, water and fuel. The new licenses will come into force in January.—Invention, London, Eng.

TWENTY-SECOND ANNUAL MEETING
OF THE
Canadian Manufacturers' Association.

REPORT OF PROCEEDINGS.

The twenty-second annual meeting of the Canadian Manufacturers' Association was held in their offices in McKinnon Building, Toronto, Wednesday, May 5, 1897.

Among those present were:—A. E. Kemp, Kemp Manufacturing Co., Toronto; George Booth, Toronto Steel Clad Bath Co., Toronto; J. J. Cassidey, Secretary Canadian Manufacturers' Association, Toronto; Robert Kerr, Manager Kerr Engine Co., Walkerville, Ont.; E. G. Swift, Manager Parke Davis & Co., Walkerville, Ont.; R. H. Freese, Manager Walkerville Malleable Iron Co., Walkerville, Ont.; Thomas Cowan of Cowan & Co., Galt, Ont.; W. H. Story and W. A. Story of W. H. Story & Son, Acton, Ont.; W. K. McNaught, American Watch Case Co., Toronto; J. Hewton, Kingston Hosiery Co., Kingston, Ont.; John F. Ellis, of the Barber & Ellis Co., Toronto; C. G. Pease, Manager American Rattan Co., Toronto; George Ridout, of Dick, Ridout & Co., Toronto; F. A. Ritchie, of Ritchie & Ramsay, New Toronto; John Taylor, of Morse Soap Co., Toronto; Dominion Dyewood & Chemical Co., Toronto; Joseph Simpson, Toronto; D. W. Karn, Woodstock, Ont.; R. W. Elliot, of Elliot & Co., Toronto, John Carnegie, Manager Peterborough Lock Works, Peterborough, Ont.; F. H. Wright, Manager August Newell & Co., Toronto; E. R. Thomas, Manager H. A. Lozier & Co., Toronto Junction, Ont.; George Smith, Manager Smith Woolstock, Co., Toronto; James Goldie, Guelph, Ont.; C. A. Birge, Manager Canada Screw Co., Hamilton, Ont.; W. H. Law, Manager Central Bridge Works, Peterborough, Ont.; R. Heddle, Manager Continental Twine & Cordage Co., Brantford, Ont.; W. A. Ferguson, Manager Delhi Fruit Vegetable & Canning Co., Delhi, Ont.; Wm. Pender, of E. G. Elrick & Co., Toronto; George F. Haworth, of Sadler & Haworth, Montreal and Toronto; J. H. McGregor, of Dominion Bridge Co., Montreal; F. Outram, Port Hope, Ont.; W. A. Child, Ontario Rolling Mills Co., Hamilton and Swansea, Ont.; John Anderson, Guelph, Ont.; John W. Cowan, Toronto; John Sykes, of Sykes & Ainsley, Toronto; C. R. H. Warnock, Galt Knitting Co., Galt, Ont.; R. E. Menzies, of Menzies Turner & Co., Toronto; A. Parker, of New Toronto Woolstock Co., New Toronto; T. H. Smallman, Canada Chemical Co., London, Ont.; Gerhard Heintzman, Toronto; P. W. Ellis, P. W. Ellis & Co., Toronto.

Mr. A. E. Kemp occupied the chair, J. J. Cassidey, Secretary.

The minutes of the last regular meeting were read and approved.

PRESIDENT'S ADDRESS.

President Kemp delivered an address which appears elsewhere in these proceedings.

SECRETARY'S REPORT.

Secretary Cassidey made a verbal report, showing the condition of the Association, and the circumstances that surround it at the present time.

TREASURER'S REPORT.

The annual financial statement of Treasurer Booth was read and adopted.

ELECTION OF OFFICERS.

Moved by Mr. A. E. Kemp.

Seconded by Mr. P. W. Ellis.

The following gentlemen be elected officers for the ensuing year:—

President.....	D. W. Karn.
First Vice-President.....	J. F. Ellis.
Second Vice-President.....	James Kendry.
Treasurer.....	George Booth.
Secretary.....	J. J. Cassidey.

CHAIRMEN OF COMMITTEES.

Executive Committee.....R. W. Elliot.

Tariff Committee.....W. K. McNaught.

REPRESENTATIVES TO TORONTO INDUSTRIAL EXHIBITION ASSOCIATION.

George Booth,	R. W. Elliot,
W. K. McNaught,	A. E. Kemp,
J. J. Cassidey.	

RESOLUTIONS.

The following resolutions were read, discussed and adopted:—

RECIPROCAL TRADE

Moved by Mr. W. H. Storey.

Seconded by Mr. John Anderson.

Whereas, it is a feature of the new tariff recently introduced in the House of Commons, to give to certain countries an ultimate reduction of twenty-five per cent., from schedule rates;

And whereas, under the interpretation of the tariff the reduction aforesaid has been immediately applied to Great Britain;

And whereas, there exists a doubt as to whether other nations under treaty with Great Britain are entitled to the same privileges;

Resolved:—(1) That in the opinion of this Association the Government should take power from the Parliament now in session to cancel or alter schedule "D" of the tariff, and the resolutions relating thereto, in case it should hereafter transpire that Great Britain cannot accept from Canada the preferential terms offered unless the same concessions are granted to Belgium, Germany and other foreign countries.

Resolved:—(2) That while in the opinion of this Association the reciprocal tariff should not be extended to any country

unless that country give us a preference in their market equivalent to the discrimination allowed by us in its favor, yet, if such reciprocal tariff is applied, the minimum rate thereunder should be high enough to protect Canadian industries from the competition of all countries having low-priced labor cheaper raw materials and capital, and whose long-established industries give them great advantage over the later established industries of Canada.

TARIFF PROTECTION.

Moved by Mr. D. W. Karn.

Seconded by Mr. P. W. Ellis.

Whereas, it appears by the new tariff that the protection afforded certain industries has been entirely removed, or reduced to such an extent as to seriously cripple their operations, and which will ultimately force them out of business; and

Whereas, this Association has repeatedly placed itself on record regarding the importance, from a national standpoint, of maintaining in our midst those industries which may legitimately exist under fair protection against foreign products, thus benefiting our laboring classes and encouraging the investment and operation of capital in Canada; and

Whereas, it has been frequently affirmatively demonstrated at general elections that the desire of the people is to maintain a tariff which will make our interests paramount to those of foreigners, and at no general election has the abandonment of that policy been the issue; and

Whereas, no less than \$200,000,000 of additional capital has been invested in manufacturing enterprises in Canada since the adoption of a protective policy;

Resolved:—That while recognizing the difficulties necessarily encountered by the Government in formulating a new tariff, this Association are yet of the opinion that it is in the interests of the country that the principle of tariff protection, should be observed in order to retain and maintain within our borders those industries which would otherwise be seriously affected if not completely annihilated by an abandonment of that policy.

REGARDING TRUSTS AND COMBINES.

Moved by Mr. J. F. Ellis.

Seconded by Mr. E. R. Thomas.

Whereas, it has been deemed by the Government advisable to embody in the new tariff, a clause by which the Governor-in-Council is empowered to place any article on the free list, or reduce the duty thereon, whenever in his opinion there exists what is termed by the Act, a "Trust, Combination or Association" between manufacturers of any particular line of goods;

Resolved:—(1) That in the opinion of this Association such legislation is class legislation of an unfair character, in that it is aimed at manufacturers only, while other associations with similar objects are untouched, against which this Association enters its protest.

(2) That in the opinion of this Association such legislation ought not to be embodied in the tariff, because the decisions arrived at under it might be the occasion of great injury to those who had no connection whatever with any association of the character described.

(3) That such legislation is a violation of a fundamental

principle of the constitution in taking away from unprejudiced, judicial tribunals the interpretation and enforcement of the law, and in conferring that power on a political tribunal, namely, the Executive of the Government.

(4) That this Association urge the Government to accordingly amend this clause of the tariff.

A resolution was passed requesting the Government not to make the duty on soft coal screenings any higher than it was under the previous tariff.

Very general discussions were held regarding the different resolutions, and concerning the general interests of the Association, the utmost harmony, good feeling and enthusiasm prevailing. A vote of thanks was passed to Mr. Kemp, the retiring president, for the great service he had been to the Association during his two year's incumbency of office, and after singing "For he's a Jolly Good Fellow," and three cheers for the Queen and Canada, the meeting adjourned.

PRESIDENT KEMP'S ADDRESS.

Gentlemen of the Canadian Manufacturers' Association:—

It affords me much pleasure to meet you at this our twenty-second annual gathering. The two years with which you have honored me with the presidency of this Association has been a period in my life which I shall always look back upon with much pleasure. I have always esteemed it a privilege to be able, even in a humble manner, to be of any service whatever to the industrial interests which we represent.

THE RECENT ELECTION AND ITS CONSEQUENCES.

I need scarcely draw your attention to the fact that an election has taken place since our last annual meeting, the net result of which was that the country requested one party to take a well-earned rest from the responsibilities and cares of office after eighteen years of service, and to replace it by another party whose devotion to the interests of our country will, I trust, be no less than that of their predecessors. I am glad to say that the result of the election cannot be traced to a desire on the part of the people to abandon the National Policy, which had given so much life to industrial enterprise in this country.

THE NATIONAL POLICY.

I think I may safely say that since the inauguration of the National Policy there has been no general agitation on the part of the people for its abandonment, nor have its principles ever been defeated at the polls, and that the desire to-day of those of all shades of politics is that it may be maintained whether under the same name or otherwise.

If I am correct in this view we congratulate ourselves upon having arrived at a period when the question will occupy a less prominent position in political discussions. In our previous political battles the tariff has always been the foremost question. It has always been a field in which politicians delighted to revel. It has always seemed to afford more scope for exaggeration than any other issue; and many other important national questions have been lost sight of, while this one received undue attention.

NO RECIPROCITY WITH THE UNITED STATES.

The question of reciprocity with the United States appears now to be in the background. I have never looked with favor

upon it, for I cannot see how it could be carried out on a basis satisfactory to this country. The Americans declare that none other than American citizens shall have any share in the commercial privileges of their country without paying dearly for them.

We live alongside of a people who speak the same language as ourselves, amongst whom we freely mingle, and with whom we are, individually, on the best terms. Yet as a different nationality we are treated with an indifference that, but too frequently, amounts to commercial hostility, and we are not credited by them with being actuated by the national spirit which animates themselves.

The United States maintain an almost prohibitive duty on everything produced in Canada, except human beings, and under their administered and prospective laws, even Canadians are prohibited, under their alien labor laws, from entering their country.

American sentiment, as applied to this country, has undergone little change on tariff issues, from that which existed at Washington when the Hon. George Brown visited that city in 1874, for the purpose of endeavoring to arrange a reciprocity treaty. It might be of value to refer to an observation Mr. Brown made in his speech, in the Dominion Senate, on Feb. 22, 1875, in which, referring to these negotiations he said:—

The misapprehension found to exist as to the condition of Canada, her revenue, her foreign commerce, her shipping, her railway system, and the prosperity of her various industrial avocations was truly marvelous.

Looking at reciprocity from the American standpoint, it would be well to bear in mind that in the last fiscal year all imports into the United States from Canada amounted to less than six per cent. of their import trade; and their exports to Canada were less than seven per cent. of their export trade. It will be noticed that while our trade with the United States is a large item to us, being about forty per cent. of our whole foreign trade, yet it is only a small matter from their standpoint.

They legislate to protect their own people in a manner, which appears to them, to be the best suited to their conditions and requirements, regardless of the interests of any other country, especially Canada.

THE NEW TARIFF.

The question which has of late agitated business men above all others is the new tariff, and while it is evident that it has had a great deal of attention at the hands of its authors, and that the intention has been to treat Canadian industries fairly, yet there appears to me to be some features of it which are fairly open to criticism.

The Tariff Commissioners, composed of members of the Government, which visited some of the most important centres, giving an opportunity to anyone who so desired, to come before it and publicly state his views, was a wise project, and resulted in good to the whole country, dispelling many misapprehensions regarding manufacturing industries which had heretofore existed.

It could not be expected that such a radically reorganized tariff would meet the approval of everyone, but I feel that an injustice has been done to certain of our industries, and that it would be in the interest of the country that they should not be exterminated, thus turning large numbers of people out of

employment, and jeopardizing the capital invested therein, and I hope that the government will see its way clear to make such readjustments as will cover these difficulties. There are features in this tariff of a very novel character such as have never before appeared in a Canadian tariff, and it is questionable whether they should be considered a part of the tariff, or to belong to some other kind of legislation. I refer to the reciprocal feature and to that part which refers to trusts, combinations, etc. Regarding the latter, if there is not sufficient protection to the public in the laws which already exist, then these laws should be amended so as to meet the conditions. I do not think that it should be a part of the tariff of this country to deal with trusts, combinations, or anything of the kind, for the interpretations that could be put upon such legislation would be varied and far-reaching. According to my observations trusts exist to no greater extent in Canada than in other countries. In all countries there are guilds, societies, associations, etc., where kindred trades meet together for the purpose of discussing the conditions of business relating to their own interests and in fixing uniform prices when it is practicable to do so. These guilds or associations are not confined to manufacturers, and are as frequently discovered in other lines of mercantile enterprise. Transportation, insurance and similar corporations and organizations are of this character, and if there is to be legislation of the kind now proposed for manufacturers, it should be made to apply at the same time, and in the same manner, to all other guilds, and associations.

Such legislation appears to me to be somewhat similar to that proposed by Paul Kruger, whereby the judgments of his Supreme Court could be set aside to be dealt with by his Government, a material difference being that in our case the Government does not propose to allow the courts to pass on matters which should properly come under their jurisdiction.

SCHEDULE "D."

Referring to the reciprocal tariff it appears to me that there is danger of going from one extreme to another. It is evident we have gone a step too far in trying to induce the United States to give us some sort of reciprocity. Yet I think there is danger in going to the other extreme. If the Government of the United States legislates against us in the future as it has for many years past, we should as far as possible arrange our tariff so as to exclude from our country, such of their products as we can produce within our own borders.

The reciprocal tariff does not really mean preferential trade with Great Britain. The lines on which preferential trade has been discussed both in Canada and other colonies, and in Great Britain, have been these:—When Great Britain finds herself in a position to give her colonies some advantage over foreign countries, chiefly on food products, which she must import, then in return the colonies are to grant that country preferential tariff. There has been no discussion in Great Britain, nor any intimation that the colonies should prefer her until she was able to give them something in return. It is conceded there that the self-governing colonies have the right to make their own tariffs in a manner best suited to their varied economic conditions.

NO DEMAND FOR IT.

There has been no discussion and no demand for this new

move on the part of Canada, then why should it have been made? What are we to get in return for it?

It will not result in increasing our exports one penny's worth, for the only way we can increase them is by cheaper inland communications towards the sea, by cheaper ocean freights, by cold storage facilities, and by diligently pursuing the course we have adopted of thoroughly informing ourselves as to the requirements of the British people. There has been no demand or expectation on the part of the British people for the new departure, but no one would expect them not to feel highly pleased with such legislation on our part; and if the other colonies would act in the same manner towards the mother country, it would likely result in the dropping of any further agitation there in favor of granting any fiscal advantages to the colonies.

THE LABORING CLASSES INJURED.

Another aspect of the question is: To what extent will this reciprocal tariff injure the laboring classes of this country? We know that labor in Great Britain is lower than it is in Canada, then how can those employed in the woolen industry in this country compete with those who earn only from fourteen to seventeen shillings per week? If they cannot thus compete, is it advisable to transfer a valuable Canadian industry across the water because a lower scale of wages prevails there? If so, what provision, if any, can be made for those who are thrown out of work here?

England being a free trade country to which the products of all the nations of the world find their way, and where German goods are carried in stock in large quantities, how are we to know whether such goods are of British or German make, or the make of any other country? A Canadian importer may make an affidavit on his entry in perfectly good faith, under the impression the goods enumerated in his invoice are of British origin, while at the same time he may be laboring under a delusion. We have no Consular agents to look into matters of this kind as other countries have, and notwithstanding the Trade Marks Act in many cases it is impossible to tell whether goods are of British origin or not. Sentiment is a grand thing in its place, but there is a possibility of carrying it too far, and it is our first duty to protect the interests of our own people.

A GENERAL SLAUGHTER.

But if we are forced to go further than Great Britain with this reciprocal tariff and find it impossible to shut out a number of other nations who might claim the same privileges from us that Britain enjoys, in what position will we find ourselves? I regard the remarks of the Minister of Trade and Commerce in this connection as significant:—"Well, if the worst comes to the worst—if Great Britain does insist, and we as loyal subjects have to obey, in what will the consumer be worse off? We import at present \$5,000,000 of German goods and we will give these to our consumers a half million dollars cheaper than at present."

This would seem to indicate that if Britain demands that we should give these other nations the same privileges that we grant her, we must do it. In other words this reciprocal feature of the tariff cannot be ignored as regards other countries simply because Britain cannot accept any special tariff favors from us; and that to give this preference to Britain, for which we receive nothing in return but good-will, we are

to give it also to about twenty other nations. If this be the position it is a most serious one.

It is a very doubtful question whether the Canadian consumer would receive the benefit of half a million dollars if the tariff as regards Germany were reduced twenty-five per cent. as stated by the Minister of Trade and Commerce. We must remember that our imports from Germany have been under a Protective tariff, but if the tariff were lowered we do not know how much would come in; perhaps they might increase three-fold. Therefore it is not a question of what benefit we should receive but what absolute distress it would bring upon the country. I understand that in some lines of woolen goods such as are produced in this country the wages in Germany are from forty to sixty per cent. less; and I know on other lines which are made here, where the German wages are fifty per cent. less. If our legislation is to be such as to transfer to Germany the labor which has been put upon these products in this country it is a proper question to ask what provision the Government intend to make for the people who will thus be thrown into idleness?

If this "Favored Nation" clause is to be adhered to, and we are obliged to give these other countries with which Great Britain has a treaty arrangement the same privileges that we accord to her, and if they are to receive the same privileges from us, I can easily imagine what our commercial relations with the United States would be, with whom we are so intimately connected. Surely the effect would be that the United States would soon receive the very same concessions from us. Our relations with that country are such, that while I am an advocate of reciprocity in tariffs, I have never advocated what they might from their standpoint consider unjust treatment; and I think this would be the position if we granted favors to Belgium, Germany and other countries which we refused to them.

AN EASY DEATH.

I do not charge the Government with endeavoring in a roundabout way to do away absolutely with a protective tariff, but I do say that there are different ways of nullifying the effects of the protection which our industries have heretofore enjoyed. There could be no death to protection so easy and free from pain as that which would ensue from such so-called patriotism. This fatal pill, sugar-coated with questionable loyalty to the mother country, would be the very easiest dose our people could swallow.

As I understand it, this feature of the tariff can be extended to any country at any time, at the discretion of the Controller of Customs, subject to the approval of the Governor-General, and if it was intended to be applicable only to Great Britain, I cannot see why it should remain as it is. Supposing the United States to make concessions to us on certain natural products, this might be deemed a sufficient warrant for us to concede to them our preferential tariff. There are no two countries to which the same rule can apply, and I do not think it wise to leave such power as is allowed in the Act in the hands of the Controller of Customs. This power practically means treaty-making, the power of which ought to be subject to the approval or disapproval of Parliament, where each case could be judged on its own merits.

THE ST. LAWRENCE WATERWAY SYSTEM.

What I consider to be a hopeful condition of affairs, assum-

ing that the tariff will be ultimately disposed of in a satisfactory manner, is that the Government in its wisdom have seen fit to push forward the deepening and completion of the St. Lawrence Canal system to a fourteen foot level. This policy has been entered upon with enthusiasm and it is a matter of far-reaching importance to this country. We are in need of population and any move in the direction of encouraging emigration on the part of the Government will be heartily endorsed. An important element in the encouragement of emigration is the cheapening of transportation. We have a long, narrow country, in some places sparsely populated; the expense of getting our food products to the sea-board is very great, and the producer receives less remuneration for his product on this account than he would be otherwise entitled to and a less value than that necessary in many localities to encourage the following of agriculture. Transportation rates are excessive, yet we have a great natural water-way extending for 2,000 miles from the sea, into the very heart of the country, which up to the present time has been taken advantage of to only a limited extent. Bacon said, "There be three things which make a nation great and prosperous: a fertile soil, busy workshops and easy conveyance from place to place." We have all of these except the latter and that we must have.

The agricultural products of this country now go largely to Great Britain via American seaports, notwithstanding the great St. Lawrence water-way. When our canals are completed it appears to me that this traffic will be diverted largely via Montreal during the season of open navigation and transportation by this route will be cheapened. Shipping via the great lakes and the St. Lawrence will be revolutionized; we will be able to take flour to Newfoundland without transshipment, about 400,000 barrels of which are consumed annually in that Island, the greater part of which is now supplied by the United States. Vessels employed in this trade would on their return trip bring coal from Nova Scotia to ports on lakes Ontario, Erie, Huron and Superior at only five to ten cents per ton more than it now costs to bring it to Montreal. These vessels would not only be able to bring Canadian coal back, but they would also bring Nova Scotia iron and steel which is largely shut out of our more western markets on account of excessive railway freight rates.

Our exports of agricultural products are rapidly increasing, the tendency being even now to ship via our own sea ports. No less than \$2,000,000 worth of new steamship tonnage is being built at the present time by one steamship company intending to ply between Montreal and Great Britain, which includes seven new ships, five of which will be on the route during the coming summer. The Milwaukee, one of the largest freight vessels afloat, which is 470 feet long by 56 feet beam, and has a capacity of 11,700 tons dead weight or 18,000 tons measurement, will soon be on the route. In this connection the commerce of the whole country should be considered and treated as a unit in which all our merchants, manufacturers and bankers are interested. As I look upon it the situation seems to be hopeful. With cheap transportation facilities, every part of the country and every element of the community will be benefited; the manufacturer as well as the agriculturist, the merchant as well as the banker.

THE DIAMOND JUBILEE.

It would be unfitting for me to conclude without refer-

ence to the Diamond Jubilee of Her Most Gracious Majesty, Queen Victoria. Of all parts of Her Majesty's domains, none have more cause for thankfulness for her long and successful reign than this Dominion of Canada. Under her we have had peace and prosperity. We have consolidated under one Government the scattered provinces of British North America into a great and permanent confederation, and while we are endowed with all the blessings and privileges of representative Government, we are a part of that great Empire, the envy and admiration of all nations. While we have prospered in the past we feel that there is a great future before us, but of all the blessings for which, as a nation, we should be thankful, we should not overlook nor forget the importance of that which is so characteristic of British rule all the world over, the assimilating of different races, and people of varied religions and prejudices, into a happy and homogeneous whole. At one time we had a French Canada and an English Canada, and parts of the population were often at discord and in contention with other parts, but now we have a Dominion and we are all Canadians, and all are true to the same flag.

Therefore, in view of this condition, it will be a particularly happy event in this respect, that on the occasion of the festivities in London next month our representative, the Prime Minister of this Dominion, should be a Canadian of French extraction. What better proof could be offered, that neither race nor religion can affect the political destiny of any man, and that unity and good-will exist in this portion of the Empire.

"So, in the long hereafter, this Canada shall be

The worthy heir of British power and British liberty!

Spreading the blessings of her sway to her remotest bounds,

While, with the fame of her fair name, a continent resounds."

CHIEF FEATURES OF THE NEW TARIFF.

Upon all goods coming from Great Britain and other countries which, in the opinion of the Governor-in-Council, treat Canadian products with fairness, a rebate of one-eighth of the duty established by the revised tariff shall be allowed from the 23rd day of April, 1897, and after July 1st, 1898, the rebate is to be increased to one-quarter of the duty. These reductions, however, are not to apply to spirits, ales, beers, tobacco or sugar.

Protection to be removed from, or lowered, by Order-in-Council, upon articles where there are trusts or combinations to increase prices.

Iron and steel duties are reduced by from \$1.00 to \$1.50 a ton, and the bounty on pig iron increased by \$1.00 a ton.

The general effect is to remove specific and substitute ad valorem duties; classifications are very much reduced and simplified.

Binder twine and barb wire are reduced until January 1st, 1898, and will after that be on the free list.

Corn is placed on the free list.

Duties on spirituous liquors are increased by 15 cents per gallon.

Rice—uncleaned, or paddy is increased, while the cleaned is left as it was.

Wheat is reduced from 15 to 12 cents a bushel, and wheat flour is reduced from 75 cents to 60 cents per barrel.

Coal oil is cut from six cents a gallon to five cents; fuel from three cents to 2½ cents.

Duty on refined sugar is reduced equal to about 22 per cent. on present protection.

The main body of the tariff as it affects the United States is not materially disturbed. In some cases the protective duties are increased.

The schedule "D," or reciprocal clause is as follows:—

On all the products of countries entitled to the benefits of this reciprocal tariff, under the provisions of section one, the duties mentioned in schedule "A" shall be reduced as follows:—On and after the 23rd day of April, 1897, and until the 30th day of June, 1898, inclusive, the reduction shall in every case be one eighth of the duty mentioned in schedule "A," and the duty to be levied, collected and paid shall be seven-eighths of the duty mentioned in schedule "A." On and after the first day of July, 1898, the reduction shall in every case be one-fourth of the duty mentioned in schedule "A," and the duty to be levied, collected and paid shall be three-fourths of the duty mentioned in schedule "A." Provided, however, that these reductions shall not apply to any of the following articles, but such articles shall in all cases be subject to the duties mentioned in schedule "A," viz, ales, beers, wines and liquors; sugar, molasses and syrups of all kinds, the product of the sugar cane or beet root; tobacco, cigars and cigarettes.

BENEFITS EXPECTED TO ACCRUE TO CANADA FROM THE CHANGES IN THE TARIFF.

Every person interested in the Canadian tariff interprets, as a matter of course, the changes that have been made from his own standpoint, influenced by his own interests. Aside, then, from these different and differing interpretations, it is but fair that he who is father of the new tariff, and by which, politically, he must stand or fall, should be heard when he announces his reasons for making whatever changes from the old order of things there may be embodied in the new, and the benefits he expects to come to the country growing out of those changes.

In summarizing what he had said in his budget speech, Mr. Fielding, the Minister of Finance said:—

We present to this House a tariff which has the advantage of being simpler than the one that now exists, and I feel assured that it will to a considerable extent put an end to that friction that has so long existed between the merchants of the country and the customs houses.

We submit a tariff which largely abandons the specific duties that have been so unjust to the poorer classes.

We submit a tariff in which the large free list is not practically disturbed, but has large additions made to it.

We give to the country the great boon of free corn, which will have an important effect on the development of our farming interests, and particularly of the dairying interest, to which we must look in a very large degree for the prosperity of our farmers and the increase of our exports.

We give to the country a reduction of the duty on coal oil, and the removal of the burdensome restrictions respecting the sale of coal oil.

We give to the farmer his fence wire at a low rate of duty for the present year, and place it on the free list from the 1st of January next.

We give him his binder twine on the same terms, a lower rate of duty for the present, and make it free from the 1st of January next.

We give the medical and dental professions a boon which the younger and less wealthy members of the professions will appreciate, when we put all surgical and dental instruments on the free list.

We recognize the great mining industry of the country by placing on the free list all machinery exclusively used in mining enterprises. We do not confine it to mining machinery made in Canada, but we say it is more important to develop the mining interests of Canada than even to make a few machines in Canada, and so we put mining machinery exclusively used for the purpose of mining enterprises on the free list.

We give the people the benefit of reductions on breadstuffs, flour, wheat and cornmeal.

We give the manufacturers the benefit of cheaper iron; and much complaint has been made in the past of the burdens imposed upon them by the iron duty.

We revise the duties on rice in such a manner that they will not add a cent to the cost to the consumer and will add materially to the public revenue.

We give the people a reduction almost all along the line. We provide the necessary revenue, but protect to meet the great needs of the country by increased taxes on articles of luxury, such as spirits, tobacco and cigars and without any increased taxation on the necessaries of life.

If the honorable gentlemen opposite have ever had the free breakfast table they talk about, we make it freer to-day by reducing the duty on sugar that goes on the breakfast table from \$1.14 per 100 lbs. to \$1, which is a material reduction.

And last, but not least, we give to the people the benefits of preferential trade with the mother country.

Speaking of preferential trade between Canada and Great Britain, which had been provided for in his tariff, Mr. Fielding said:—

In times past leading public men have advocated preferential trade, but always annexing to their suggestions a demand for England's action with which it was well known England would not comply. All the advocates of preferential trade, at all events, all who have taken an active part in that movement, have assumed that as the first step England must consent to put a duty on corn. We know England does not view that project with favor. We know that no more unpopular project can be offered to the English people than to ask them to put a duty on breadstuffs. It may be that as time rolls on, and at an early day, they may change their views. It may be that they may see it to be in their interests to make this distinction, and they may offer some preferential rate to the grain of Canada. They can be induced to do that by fair argument. I have no doubt it will be a good thing for Canada. But why should we wait for England to take action? England has dealt generously with us in the past. England has given us a larger degree of liberty perhaps than is possessed by any other country on the face of the earth. She has given us liberty to tax her wares even when she admits our goods free, and we have taxed them to an enormous degree. Why should we wait for England to do more? Somebody must make a move in this matter, and we propose

that Canada shall lead the way. My honorable friend, the leader of the Opposition, (Sir Charles Tupper) says that our project of freer trade with England is a delusive one. It is so delusive that when I place these resolutions on the table of this House to-night, they go into effect; and I speak with pride, in the name of the Liberal party, and the honorable gentlemen around me will share that pride, when I say that to-morrow morning in every custom house from ocean to ocean the doors will open on terms of preferential trade with the mother country.

THE DOUBLE SCHEDULE OF THE NEW TARIFF.

Speaking of that provision of the new tariff in which merchandise imported into Canada from Great Britain pays less duty than imports from the United States. The Globe says:—

The feature of the new tariff bill that will, in many quarters at least, be most heartily commended is that which at last sets right a state of affairs of which Liberal speakers and Liberal newspapers have complained for years past. This was the practical discrimination under the Tory tariff against British goods. For example, the average duty on importations from Britain in 1896 was twenty-two per cent., while the average duty on our purchases from the United States was thirteen per cent. The percentage varied in different years, but it was always markedly against the mother country. Under all the circumstances, this was about the most irritating feature of the protectionist regime. It stamped our customs laws with the stigma of ingratitude. The people of Great Britain purchased in 1896 \$66,690,288 of our products, on the great bulk of which not a cent of duty was imposed, while on the \$44,448,410 exported to the United States, the greater amount paid an almost prohibitory tribute to Uncle Sam. On the other hand, we bought but \$32,979,742 from Great Britain, which paid imposts amounting to \$7,358,514, while from the United States we purchased \$58,574,024 worth of goods, on which but \$7,767,922 in duties was imposed.

In this crisis of Canadian tariff legislation when all political bias and tricky arguments should be disregarded and rejected, and when any information brought to the attention of the public should be of the most reliable character, it is unseemly for The Globe to mislead its readers. "A lie that is all a lie, may be met and fought with outright, but a lie that is half the truth is a harder matter to fight." The Globe has always contended that the Canadian protective tariff discriminated against Great Britain, and in its article above quoted it again attempts to prove it. Thus it tells us that during the last fiscal year we bought from Great Britain merchandise valued at \$32,979,742 which paid \$7,358,514, which is not true, for included in those imports were free goods valued at \$8,613,563, the value of the dutiable goods being \$24,366,179, the average duty upon which was 30.19 per cent. ad valorem. On the other hand more than half our imports from the United States—valued at \$29,472,378—were free goods, the dutiable being valued at \$29,101,646, upon which \$7,767,922 duty was paid, which was 26.69 per cent. ad valorem, the difference in duty being only 3.5 per cent.

The Globe might have explained that the difference in rate of duty against Great Britain arose from the fact that the average dutiable value of the goods imported from Great Britain was greater than the average dutiable value of those imported from the United States. For instance, we import a great deal of wines, liquors, silks, etc., from Great Britain, upon which high duties were levied, and very little of such goods from the United States; while from the latter country our imports are less valuable for duty, and therefore pay

lower rates of duty. It might have been shown, too, that substantially all the free goods imported from Great Britain, such as tea, etc., are not produced in that country, while about all the free goods imported from the United States, such as raw cotton, etc., are produced there.

The Globe tells us that the average duty on importations from Britain in 1896 was twenty-two per cent., while the average duty on our purchases from the United States was thirteen per cent. We have shown the deception of this statement, and call the attention of our contemporaries to the inevitable result of Mr. Fielding's double schedule by which the duty on British goods is twenty-five per cent. lower than on American goods of similar character and quality. The intention of this discrimination was, and the result will be to shut out the more valuable goods, i.e., more valuable as regards revenue, of the United States, and to correspondingly increase the importations of such goods from Great Britain. This discrimination will result in making the difference in the average rate of duty on goods coming from the two countries more accentuated than it is now. We will continue to purchase non-dutiable goods from the United States, and curtail our purchases of dutiable goods, thus bringing down to a very low point the average rate of duty on all our imports from that country, which will not be offset by the discrimination in favor of British goods.

The Globe's argument is without any value whatever.

CANADA.

Mr J. Castell Hopkins has undertaken the task of producing and editing an encyclopedical work descriptive of Canada, the completion of which will be hailed with much pleasure, and which will constitute in itself what will be a most unique, instructive and interesting history. It will be a study of the Canadian community; a history of our natural resources of forest, field and mine; of our industries, commerce, banking, education, literature, religion, government, people and public men; of our homes and institutions; of our beautiful scenery and delightful climate; a story of pioneer days and military struggles, telling of the evolution of responsible government and of Confederation, and a graphic history of the past and a complete and comprehensive picture of our present heritage. The descriptive matter is being written by a corps of writers and specialists. The work will include five volumes, the prefaces to four of which are now being written by such well-known gentlemen as His Excellency the Earl of Aberdeen, Governor General of Canada; The Hon. Wilfrid Laurier, Prime Minister of Canada; The Hon. Sir Charles Tupper, Leader of the Dominion Opposition, and the Hon. Sir Alexander Lacoste, Chief Justice of Quebec. The Right Hon. Sir Henry Strong, Chief Justice of Canada and member of the Judicial Committee of the Queen's Privy Council will also contribute an article; other eminent writers being Her Excellency the Countess of Aberdeen; Sir William Dawson; Prof. James Loudon; Hon. Geo. W. Ross; Hon. J. W. Longley; Archbishop Machray; Rev. O. C. S. Wallace; Rev. Dr. Burwash; Hon. Sir C. H. Tupper; Lieut. Col. G. T. Denison, Sir W. C. Van Horne, Hon. Geo. E. Foster, J. S. Willison, editor Toronto Globe, J. Ross Robertson, Toronto Evening Telegram; Geo. Johnson, Esq., Dominion Statistician and others,

Mr. Hopkins has been long and favorably known both in Canada and the Mother Land as a forceful and graceful writer whose genial and sympathetic manners have endeared him to all with whom he has ever been brought in contact. As a representative of the Canadian Manufacturers' Association to the Third Congress of the Boards of Trade of the British Empire, held in London last summer he acquitted himself with much credit, particularly in his advocacy of preferential trade within the Empire and the establishment of Greater Britain. Aside from the newspaper work in which he was engaged for a number of years, Mr. Hopkins has acquired a well earned reputation as a literateur and author, his more important literary works being, *The Life and Work of Sir John Thompson*, to which His Excellency, the Earl of Aberdeen contributed the preface, and which is said to have reached a circulation of 10,000 copies; his *Life and Work of Mr. Gladstone*; and *Queen Victoria - Her Life and Reign*. No doubt Mr. Hopkins' forthcoming "Canada" will meet with the eminent success it will most assuredly deserve.

EDITORIAL NOTES.

The threat of the Corliss bill and active unneighborliness of the existing alien labor law is having a natural effect upon border Canadian communities. Up in Windsor, the civic authorities early established an alien labor law of their own; and now a despatch from Vancouver, B.C., says:

At last night's meeting of the City Council a resolution that only British subjects be employed in civic work, or any civic office, passed with only one dissenting voice. All the aldermen spoke on the subject, the majority stating that they favored the motion in view of the alien labor law introduced in the United States. The motion was loudly applauded by the audience.

This is not, whatever the Americans may imagine, pleasant reading for Canadians; but the blame for the reciprocity in churlishness that seems to have set in is wholly theirs. They broke up the reciprocity treaty in 1866; they have refused every offer of reciprocity since; they passed an alien labor law shutting out Canadians years ago; they would have aggravated it with the Corliss amendment if it had not been for the broader vision of Grover Cleveland. The kind of thing described in the paragraph quoted above, cannot make for harmony on this continent and friendly relations between the Canadian and American peoples, and there is likely to be more of it if Congress persists in its unfriendly policy. It is a pity that two nominally Christian communities cannot live side by side without perpetually and offensively slamming their gates in each other's faces. But nothing else is to be expected when one of the neighbors is apparently determined that it shall be so. Parliament at the present session is getting ready an alien labor bill of its own, so that the firing, if not stopped across the border, will soon be general.—*Montreal Star*.

Discussing the question whether Canada shall have a protective duty or a system of bonuses for the encouragement of the pig iron industry, Mr. Drummond, calling attention to the three interests involved—the producers, the consumers, and the revenue, says:

Assuming that the object of all is to develop the manufacture of iron from native ores, and native ores only, it would be

better to increase the bounty and decrease the duties. The experience of all who have taken part in the enterprise of iron-making in Canada is that whilst development has gone steadily forward, the business has not, in the nature of things, up to the present, proved a paying investment. Most of those now interested in a direct financial sense, might have done better to have simply invested their money in bank stocks, and allowed their workmen to seek employment in the United States or elsewhere. The facts in connection with the industry prove that in the present stages of development a less encouragement (protection and bounty combined) than is now afforded, would mean that progress would be seriously retarded. Supposing then that the present total amount of encouragement is allowed, make the duty \$3.00 per net ton and the bounty \$3 per net ton, and only pay the bonus when Canadian iron ores are used. This change would have the effect of encouraging producers of iron to develop the mines of the country, so that they might earn the bonus. The consumers would be able to purchase their material \$1.00 per ton less than at present, and as Canadian furnacemen have not for some time past taken advantage of the full amount of the protective duty (selling, as they do, their product to western consumers at almost 10 per cent. below the price of American iron, delivered duty paid) the Canadian consumers would be able to purchase their metal reasonably close to the prices paid by their competitors in the Northern American States. The revenue of the country would have the benefit of \$3.00 per ton on such American iron as might be imported into the country for the present, all the interests being thus as much as possible, conserved.

Presumably it will be admitted that the best gauge as to whether an article, which nature happens to have fitted the country to produce, is to be considered as a raw material or a finished article, is the amount of native labor employed to bring it to a merchantable stage. If taken on this basis the manufacture of pig iron from Canadian raw materials, by Canadian labor, must be considered a far more valuable enterprise to the country than the mere manipulation of the metal in the iron foundries of the country. It is quite safe to estimate that \$2.00 is spent in labor in producing coke pig iron from the ore, where \$1.00 is spent in transforming it into castings. In arriving at the relative value it must not be forgotten that the fuel used in our western foundries is invariably the product of American mines and American labor. Where \$10.00 is spent in labor (the raw material all representing labor) in producing coke iron in Nova Scotia, only \$5.00 is spent in the labor of resmelting this pig iron into castings in the foundries of Ontario and Quebec. When charcoal is used as a fuel in smelting native ores, as in the case of Quebec furnaces, the labor value to the country of such pig iron is from three to four times as great as that of smelting it into castings in the ordinary foundry. Pig iron then may well be considered a finished article, and should be protected and encouraged as such. Consumers of iron have sometimes claimed that if they had their so-called "raw materials" (pig iron, etc.) free, that they would be willing to have the protective duties on their own products lowered. The manufacturer of pig iron cannot occupy a similar position because his industry, being the initial one, he has no one to fall back upon, except indeed his workmen, a position which would certainly be detrimental to every Canadian interest.—*Mr. Geo. E. Drummond*.

The real question, however, which interests the owners of Canadian blast furnaces is whether the duties on pig-iron

ought to be removed for the benefit of the makers of agricultural implements. It has already been pointed out that if the duty were wholly taken away the benefit to the manufacturers named would not exceed a few cents on each implement. The duty on a self-binding reaper is about \$20. The duty on the pig iron used in a Canadian reaper imposes a burden on the manufacturer of about as many cents, and to remove that inappreciable burden the advocates for the implement makers would apparently be willing to destroy the iron-making industry of the country. Nothing is more certain than that the removal of that protection would destroy the iron industry. Canadian furnaces, and especially the Hamilton furnace, cannot compete with such great stacks as those of the Carnegie Company, which produce from 400 to 600 tons of ore each in twenty-four hours, which are operated by electricity, and which have both fuel and iron ore almost at their doors. The policy of the country should be one of "live and let live." Let the makers of agricultural implements have all the protection to which they are entitled, but let other industries have the same. If it be argued that the iron industry ought to be crushed out of existence in order that makers of agricultural implements may make bigger profits, how will it be possible to resist the demand that the duty be removed from agricultural implements, in order that the farmers may be benefitted? For the rule which applies to the one should be applied to all.—Mr. Hobson, of the Hamilton Blast Furnace Company.

Speaking of the American Merchant Marine, the Cleveland, O., Marine Record does not know for what reason or why an eastern contemporary should endeavor to tell the truth so succinctly as the following would appear, yet it knows that they are about if not quite all right.

Do you know that but one steel ship was ever built in America and that she was the last full-rigged ship ever built here, and that her name is Dirigo?

That but two steel ships ever flew the American flag, and they are the Dirigo and Kenilworth, the latter denationalized?

That the Clarence S. Bennett, May Flint and Tillie E. Starbuck are the only iron ships carrying our flag?

That the Annie E. Johnson and Archer are the only iron barks having American registers and that both of them were built in England?

That the Josephine is the only iron schooner afloat that has the right to hail from an American port?

That but eleven steamers flying the American flag trade between America and Europe, and that they are the St. Louis, St. Paul, New York, Paris, Pennsylvania, Indiana, Ohio, Illinois, Conemaugh, Miami and Metteawan, and that five of them were built in England?

That most all the best steamships in our merchant marine were built on the Delaware?

That America has not 3,000 vessels going to sea, and that all steamers, ships, barks, barkentines, brigs, schooners, and sea-going coal barges are included, and that this includes the Atlantic, Gulf and Pacific coasts?

A company has been organized with a large capital to develop the St. Mary's Falls Water Power Company at an expense estimated to be nearly \$3,000,000. There are interested in the new enterprise the great shipbuilding firm of Cramp, of Philadelphia, the Chicago Gas Company and others, which are to locate works on the new canal. The Cramps only recently took hold of the scheme through the efforts of

F. H. Clergue. The Cramps propose to establish a lake-ship building industry at the falls as soon as the canal can be completed. There are interested in the project the Shipley Trust Company and various Chicago and Philadelphia capitalists, who are now more or less concerned in the Lake Superior Power Company on the Canadian side. The new syndicate is now getting ready to let contracts this spring for the completion of the canal with a 60,000 horse power capacity. The canal is to be 250 feet wide and will control a larger water power than has yet been secured on either the American or Canadian side of the "Soo." The property of the St. Mary's Falls Water Power Company, which the new syndicate has secured control of, has a record of failure that the "Soo" people remember to their sorrow. The organization of the company was the first attempt to secure control of the natural resources of the falls for industrial enterprises. There is a drop of about eighteen feet in a distance of 3,000 feet at the rapids, and it is estimated that there is a 190,000 horse power tied up in the stream. In 1886 the St. Mary's Falls Water Power Company was started and at an expense of \$200,000 a right of way for a canal, about three miles long, was secured, and later something like \$200,000 was expended in construction work. The "Soo" people were pulled into the enterprise to the extent of about \$100,000, and then came the hard times. F. H. Clergue bought out the property of the bondholders, and since then has been endeavoring to interest various concerns. The most encouraging contract made was with the Cramps.—Detroit Tribune.

Outing for May is full of the sunny, wholesome atmosphere of these bright spring days. The frontispiece shows two anglers lurching beside the stream. The number opens with an article on "Driving Four-in-Hand," by A. H. Godfrey. "A Woman's Trout Fishing in Yellowstone Park" is a most acceptable sketch; "Two Days' Trout Fishing," by Ed. W. Sandys, is in the author's usual breezy style. "The Waterways of Holland," by Charles Turner, is a dainty pen picture of that busy land. Other prominent features of a beautifully illustrated number include: "A Corinthian Cruise," "The Development of the American Foxhound," "Across the Alleghonies Awheel," "After Australian Fur and Feather," and "Athletic Training." The editorial and record departments are interesting and complete.

The Methodist Magazine and Review for May is a special Queen's Jubilee number, packed with loyal and patriotic papers, pictures, and poems referring to the Queen's long reign. There are no less than ten articles on different aspects of this subject. Of much interest are the illustrated articles on the royal palaces of Windsor, Balmoral, and St. James; also sketches of "Sunday with the Queen," and "Where the Queen Worships," and an exceedingly interesting account of the Coronation sixty years ago. The numerous portraits and pictures are of special interest. This number should have a very wide circulation. Toronto: William Briggs, \$2 a year.

The May Ladies' Home Journal reflects the sentiment and spirit of spring. "In An Old-Fashioned Garden" fairly emits the season's fragrant flavor, as do other contributions in prose and verse. Hon. John Russell Young recalls the incidents of General Grant's tour of the world, and ex-President Harrison gives highly interesting glimpses of the President's home and home life in an article on "The Domestic Side of the White House." A reminiscent article by Mrs. Raymond Maude, "My Mother as I Recall Her," gives some delightful glimpses of the personal side of Jenny Lind, especially of her home life. Among its notable art features are the dainty cover by Howard Pyle, and Alice Barber Stephen's drawing of "The Woman in the Home." By The Curtis Publishing Company, Philadelphia. One dollar a year.

A beautiful cover in nine colors gives promise of the bright and spring-like contents of the May number of Scriber's Magazine. It launches a college article—not a history of the institution, but a reminiscent and discursive account of "Undergraduate Life," old and now, which is always The College in the minds of its graduates. Charles D. Lanier's "Working of a Bank" (in the

series on "The Conduct of Great Businesses,") will give to the layman a clear idea of the actualities of banking which, even to good business men, seem far away from ordinary business life. H. J. Whigham, the amateur champion of America, contributes an article on "Golf," which is almost free from technicalities, and full of valuable points for the beginner or the expert.

The Glover's Directory for 1897 is issued by the American Glover, 84 Gold street, New York City, and 298 Devonshire street, Boston. The little book contains the names and addresses of about 2,500 firms engaged in one or another branch of the glove industry. It also gives, besides the wholesale dealers, about 500 large department stores, with the names of glove buyers given in most cases. The make-up of the little volume is as compact as possible, that it may be carried conveniently on the road. Comfortable margins are left for notes which the trade may make against the names. As to the trade in gloves some deductions may be made from its pages. There are in the United States and Canada in round numbers, exclusive of kid glove manufacturers, five hundred firms producing leather gloves and mittens, and fabric goods with leather palms. New York State comes first in the list as to the number of factories, having in New York City and state about 275 firms, large and small, producing gloves and mittens from kid and leather. Among the cities and towns Gloversville, N.Y., is first with 140 factories, Johnstown second with sixty-six, Fulton county having, all told, 215. There are about fifty factories in the state outside of New York City and the Fulton district. In New York City there are but few factories. The city is the great disturbing centre of both domestic and imported gloves. The wholesale glove business for which New York receives credit exceeds \$15,000,000 annually. Illinois comes second in the list of states as to the number of shops and factories, possessing about sixty-five, nearly forty of which are within Chicago. California numbers about thirty, Wisconsin twenty, and the New England States about the same number. Other sections have their factories and small shops which go to make up the total. Canada is represented by a couple of dozen establishments.

THE TARIFF COMMISSION AT MONTREAL.

(Continued from last issue.)

Mr. Jones—After the very plausible and eloquent remarks of Mr. Doll in reference to the formation of an association of dealers in American watches, I may say that I and three or four other jobbers in Montreal, in connection with some jobbers in Toronto, met and decided that an association was necessary to protect the Government as well as ourselves. At that time movements were charged twenty-five per cent. That was ten years ago when both movements and watches were very largely smuggled into Canada by unprincipled parties and sold to the trade. We considered that it was necessary to do something to prevent this, and that was our only object in forming the association. It was not with the idea of having a combine at all. I do not know if Mr. Doll was a member of that association—I think not. However, I assure you gentlemen, that that was the object of the association. The result was that the duty on watch movements was reduced to ten per cent., and the cases are now no longer smuggled, because they are made in this country, and are, I think, with some few exceptions, quite as good as in any other country. I believe the watch cases manufactured in Montreal or Toronto, are as good as those made in the United States, or for the matter of that in any other country.

Mr. Grant—In defence of the Canadian manufactured cases, I would like to say that the case which I hold in my hand, which Mr. Doll handed to you with a ticket on, which reads, "Brass case, stamped 18 carat with crown and eagle, made in Canada—a fraud." As a matter of fact this case is made by a firm in Philadelphia called the Philadelphia Watch Case Co., and is imported into this country and sold to the dealer for \$1.25. It was never manufactured in Canada—it never was in a Canadian factory. I say this in order that you may judge of the other statements this gentleman has made.

Hon. Mr. Fielding—Does what you say apply to the other watch cases well as to this?

Mr. Grant—If it applies to one it applies to the others. Now, this is a case manufactured in Toronto, and, I believe sold to the trade for about \$15.00. The back of the case is solid fourteen carat gold and the centre—that is the part the back screws into, is brass.

Hon. Mr. Fielding—Is the back all fourteen carat gold?

Mr. Grant—Yes, it is.

Hon. Mr. Fielding—Surely that is calculated to convey the impression to the purchaser that he is getting a fourteen carat watch.

Mr. Grant—Well, sir, this case was not manufactured by myself, but there was a long law suit over it in Toronto in which Mr. Doll was defeated.

Hon. Mr. Fielding—Do you consider that the public generally understood that there is only one part of that case fourteen carat and that the rest of it was brass?

Mr. Grant—It is sold for what it is, to be a filled centre and a solid fourteen carat back.

Hon. Mr. Fielding—Do you happen to know when they are advertised if the advertisements state that these are fourteen carat backs?

Mr. Grant—These cases have not been made for eight or nine years.

Hon. Mr. Fielding—When you say a case is guaranteed for five years what do you mean?

Mr. Grant—The guarantee says rolled gold plate, but it is quite an easy matter to strip the gold off a case of this kind. It is sold to the trade for \$2. I would like to show you a case manufactured in Canada for Mr. Henry Birks, and have you compare it with the imported case, and I would like you to ask Mr. Birks' opinion, who I think is the largest retailer in Canada, as to the difference in quality of the two cases.

One of the cases is manufactured in Europe, the other in Toronto. The case manufactured in Canada costs Mr. Birks thirty-five per cent. less than the one manufactured in Switzerland. I am speaking of the duty paid price. I may say that I am selling watch cases in Switzerland myself that are made in Canada.

Hon. Mr. Fielding—You have an export trade?

Mr. Grant—Yes.

Hon. Mr. Fielding—Do you sell them there at the same prices as you sell them in Montreal?

Answer—No, I follow the plan of our American neighbors.

Hon. Mr. Fielding—Then you slaughter the goods in Switzerland?

Answer—Yes.

Hon. Mr. Fielding—What is the selling price of these watches? this Swiss watch and the Canadian watch?

Mr. Hemsley—The Swiss watch is sold at \$80 and the Canadian is sold at \$60.

DRY GOODS.

The members of the Wholesale Dry Goods Association sent a most representative and influential committee to state their case, the spokesmen being Messrs. E. B. Greenshields, A. A. Thibaudeau, and James Slessor, the others present being Messrs. Robert Macdougall, C. A. Smyth, P. Black, R. N. Smith, James A. Cantlie, B. Tooke, Jonathan Hodgson, Wolfand W. Reid.

Mr. E. B. Greenshields—Hon. Gentlemen, as President of the Wholesale Dry Goods Association of Montreal, I have been asked by Mr. Thibaudeau, the former President, and Mr. James Slessor, to lay before you the views of the Association on the question of the tariff. In doing so we would like to thank you for the courtesy you have shown in allowing us to discuss this matter with you, and we feel quite sure that a similar courtesy will be extended to us when we go to Ottawa, as we very often have to do, in connection with matters connected with the tariff. In talking over the matter at the annual meeting of the Association, the general feeling expressed was that the Association should not ask the Government for any serious reduction in the tariff. They feel that the Government must determine what the rate of duties should be. The Government is responsible to the country for that, and the Association feels sure that after the course that had been adopted by the members of the Government in making such careful enquiry into all the matters connected with the business of the country that all the trade interests of Canada will receive due consideration at their hands. I would like to say, gentlemen, that in our line of business one of the chief things to be desired is the persistence of the conditions under which business is done. Unless we know that these conditions will remain permanent from year to year it is impossible for us to make plans for doing business and buying goods in advance to satisfy the needs of the country. The most carefully laid plans may be shattered by any sudden blow. It is a very important matter to us and we all feel very strongly upon it. Next to this, we wish to see the tariff on each distinct class of goods levied at the same rate of duty. At present there is one difficulty I may mention: take the article of buttons, there are seven different duties levied upon buttons under the existing tariff. We want all these articles that come under one head to be classed the same and we want all the merchants to pay the same duty upon these articles all through the country. We have been asked to lay before you certain resolutions that were passed at a meeting of the Association—The Wholesale Dry Goods Association—held on Tuesday, December 15th, 1896: "Resolved, that the Montreal Wholesale Dry Goods Association, desiring to see corrected some of the anomalies and difficulties which at present exist owing to the various rates of duty imposed on the same class of goods, hereby recommends that the tariff be so altered as to make the duty the same on all the different articles

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The 1897 United States Tariff

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which go to make up classes of goods such as cotton goods, woolen dress goods, linen and jute goods, woolen goods for men's wear, silk goods, notions, haberdashery, knitted goods of all kinds, caps and bonnets, etc. And also that this Association place itself on record as being opposed to any proposition looking to a general uniformity of tariff."

These two resolutions might seem based on each other, but the difficulty we find in the previous condition is that the same class of goods being of slightly different material are made to pay so many different rates of duty. For instance, in the old tariff, hooks and eyes, if made of iron, 27½ per cent.; if made of brass, thirty per cent.; muslins, white, twenty-five per cent.; colored, thirty per cent.; linens, plain, twenty per cent.; white damask, twenty-five per cent.; colored linens, thirty per cent.; belts, twenty-five and thirty per cent.; horse blankets have two rates of duty, five and thirty per cent.; others five and twenty-five per cent. Buttons, as I have already said, have seven different rates of duty—if made of bone twenty per cent.; pearl eight and twenty per cent.; if made of rubber, etc., four cents and twenty per cent.; if made of gold twenty-five per cent. Boot buttons free. Agate buttons, twenty-five per cent.; if not elsewhere specified shoe buttons twenty per cent. That means a most extraordinary tariff and it is almost impossible for anybody to do business under these circumstances. The point we desire to make is that the Ministry should satisfy themselves as to what rate of duty should be charged upon each particular class and then make that class all the same. We do not want a uniform tariff on everything and we much prefer a diversified tariff, but each in its own class, we want the duty to be the same.

"Resolved, further, that this Association recommends that specific duties be done away with, making the tariff purely ad valorem." I have to mention here that two of the gentlemen present at our meeting wished it to be understood that they did not agree with this resolution. The resolution was passed by a large majority, but these gentlemen did not wish to support it.

"Resolved, further, that in the opinion of this Association, no goods which have gone through a process of manufacture should be permitted to come into Canada free of duty. We feel very strongly on this point."

Hon. Mr. Fielding—You mean that goods are imported for manufacturing purposes and then applied to ordinary business?

Yes.

What is the remedy for that?

Not to allow any manufactured goods in as raw material. The only other means we see of remedying the difficulty is that the Government should arrive at some careful action by which these goods will be always in their charge until they are cut up. If any of these goods are entered as raw material, the Government should see that they are used as raw material, and that they do not come into competition with goods on which duty has been paid by the merchant. The last resolution is: "That in order to obtain a more uniform appraisement for duty the number of ports of entry should be materially reduced." Of course we do not know positively about these things, but we are told that some ports of entry do not collect enough duty to pay for the salary of officials in charge of the port. At all events, it is impossible to prevent there being ports of entry at all lake ports and sea ports, but we do not see why inland places small inland towns and villages should have ports of entry. These are the different matters I was asked to bring before you, gentlemen, and I now have the pleasure of asking Mr. Thibaudeau and Mr. Slessor to follow me.

The Hon. A. A. Thibaudeau—Gentlemen, I do not think I can add anything to what Mr. Greenshields has said. He has gone pretty much into the particulars of the case, but I can submit a good many examples of different rates of duty for the same class of goods.

Sir Richard Cartwright—You strongly advocate uniform rates of duty on the several classes?

Yes.

Hon. Mr. Fielding—Would there be any difficulty in making up a list of these classes? Are you quite clear as to the different class of goods that you would include in one group?

I think it would be a very easy matter for us to do so.

Mr. James Slessor—There are a number of lines that Mr. Greenshields did not mention, that had three or four rates of duty; for instance, bed-quilts, white, twenty-five per cent.; colored, thirty per cent.; and if they are made with the needle, that is to say, if they are hemmed, we have to pay 32½ per cent., and if they are knitted we pay thirty-five per cent.—there you have four different duties. Then there are collars, as for instance, lace collars thirty per cent., paper collars, thirty-five per cent.; linen and cotton, twenty-four cents per dozen and twenty-five per cent. This seems a ridiculous protection for making these goods.

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Sir Richard Cartwright—What would that amount to ad valorem?

That would altogether depend upon the price.

Could you give us the range?

Well, I have not gone into the figures. Then there were stocking of all kinds, ten cents a dozen and thirty-five per cent.—silk hosiery thirty-five per cent. The appraisers seem to apply that tariff just as they like, for instance a knitted shawl comes in at thirty-five per cent., but if it is a knitted thing for putting over a child's foot—a bootee, made by the same manufacturer, we must pay ten cents a dozen, and thirty-five per cent. as a stocking, but it is not a stocking all the same. Then take tapes: there are three different duties in tapes. If there is any printing on them for labels we have to pay fifteen cents and twenty-five per cent., but white tape is twenty-five per cent., and colored tape is thirty per cent. Mr. Greenshields mentioned muslins. Some time ago we went up to Ottawa to see the late Minister of Commerce on that question. A white book muslin was put down at twenty per cent., at that time and the colored at 32½ per cent. This was before the last alteration; that is not the tariff now. Mr. Johnston was then the Assistant Appraiser, or whatever it is. He said that a white book muslin was book muslin but a black book muslin was not muslin, but cotton. I asked the question this way: if black book muslin is colored cotton, then white book muslin was white cotton, but the thing was never looked into. These little things are a great annoyance to importers and often to Appraisers, as they do not know themselves what the duty is. For instance, in the official tariff we find a great many things that are all right enough here, but when you come to pass them, the trouble begins; for example, if you get a gold pin for your scarf you pay a lower rate of duty than for a pin to fasten the back of your collar. It is not a question of the duty that we complain of—we do not care whether pins are twenty, thirty or forty per cent., but we want to have them simplified so that we can tell whether they are one duty or another and make them all one duty. We do not want a uniform duty all round as we used to have. We would rather have it a duty for each line.

Hon. Mr. Fielding—But not for each article?

Not for each article, but have a uniform duty for each particular line of goods.

The Hon. Mr. Fielding—Then the present definitions in the

tariff would be all right if they were grouped together in the way you wished?

Exactly. And so far as the duty is concerned it would be rather an unfortunate thing for us to have a sweeping reduction. We do not want to go to bed one night and wake up the next morning to find that we have \$20,000 or \$30,000 less than we had the night before.

The Hon. Mr. Fielding—How would you feel if you went to bed one night and wakened the next morning and found the duty increased?

We would be very much pleased.

Sir Richard Cartwright—At the present time do you require to maintain as large a stock of goods as in former times?

Yes, we require to maintain a much larger stock than in former times, because the trade is now divided. The trade in the old times used to be done almost in two seasons of the year. It is now done throughout the whole year and we have to keep our stock up the whole year round.

Sir Richard Cartwright—It does not follow that you would have such a large stock. If you were getting your goods from time to time you would not be loaded up as you would under the old system when you got your goods in the spring and autumn?

Mr. Greenshields—I think there is no doubt about it that stocks are very much larger nowadays than formerly as business is done from one end of the year to the other.

Hon. Mr. Fielding—Being distributed over the whole year there would not be the same amount of stock on hand at any one time.

Mr. Greenshields—Possibly not; but if you take the average stock that is carried, it would be much larger than the old times.

Hon. Mr. Paterson—Take the whole trade in the different cities—do you think they have the same views as you have?

Mr. Greenshields—No; but I think if our memorandum were submitted to them that they would go as far as that if not further.

Sir Richard Cartwright—And you are all agreed pretty much in advocating the abolition of the specific duties?

Mr. Greenshields—The importers are all agreed.

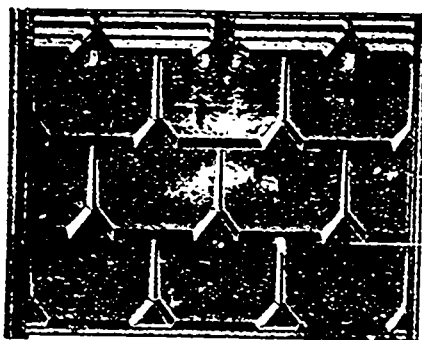
Hon. Mr. Paterson—If the gentlemen are present who differed from you at the meeting, we would like to hear something from them.

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Mr. James A. Cantlie—I did not oppose the suggestion that specific duty should be entirely abolished, but I simply said that where it was necessary or where it could be considered for the best interests of the country, but I think that the manufacturers of Canada have just as much right to be considered as the manufacturers from Germany. My object was this, that where the Government could see their way to change the specific duties, I would not object to it, but I consider that manufacturers in this country have the right to receive the same consideration as a manufacturer who is making the same class of goods in Germany or elsewhere. I wish the Government would take the matter into their most serious consideration. I have no special rate of duty to ask them to impose, but I will have an opportunity and the pleasure of meeting you at some future time.

RUBBER CLOTHING.

Mr. E. S. Rosenthal, of the Beaver Rubber Clothing Co. said that what they wished was that on ready-made waterproof clothing the duty should be increased from thirty-five to forty-five per cent. It is not on account of actual protection but it is on account of making a living. Of course if we cannot make the coats here the people we employ will have to look for other work. We have to-day a protection which on the face shows 22 1-2 per cent., but if you will take the proper form of it there is not five cents of protection, in fact, it is actually not more than three. We can import the cloth at 12 1-2 per cent. ad valorem; the ready-made at thirty-five per cent. ad valorem.

Mr. Rosenthal here proceeded to show the difference between the cost of making a coat in England, and that of making the same article here, from which it appeared that a coat which cost 11s 2d in England which with duty, etc., brought the cost up to \$4.08 here, could be sold at a much larger profit than could be made on the article manufactured in Canada. The cost of making and labor generally was greater in Montreal, as well as the cost of gas, rent,

etc. A very much larger building could be rented in Manchester or London than could be for the same rent in Montreal. The total cost of making a coat here was \$4.87. Then a certain amount of profit must be allowed for. The importers of coats could sell them at \$5 and make twenty-five per cent., while nothing could be made on the article manufactured here, and sold at the same price. Mr. Rosenthal asked that this be considered, and stated that instead of being protected they were really in a less protected state than a free trader could wish.

Hon. Mr. Fielding—You would be better off under free trade?

Answer—Well, in one sense we would if the landlord would ask less rent and the coal man less for coal and the gas companies less for gas.

Hon. Mr. Fielding—Where is your place of business in Montreal? Answer—On St. Paul St.

Hon. Mr. Fielding—Do you mean to tell me that you could get a place in London in a street of the same class for less money than in Montreal, for instance in Queen Victoria street or Cheapside?

Answer—No, sir. You could not compare Queen Victoria street in London with St. Paul St. here. You might as well compare Broadway, New York, with Little Craig street.

Hon. Mr. Fielding—Well, but Notre Dame and St. Paul streets are very good streets in Montreal.

Answer—Well, sir, things are not what they used to be. There are hundreds of buildings to rent in St. Paul street and Notre Dame street.

Hon. Mr. Fielding—That would give you cheap rent?

Mr. Rosenthal proceeded to show that a building in Mill street, Manchester, where he had lived most of his life, could be procured at a rent of £25 a year and would be a larger building than could be got for \$500 a year in Montreal. House rents there were also far less in proportion than in Montreal.

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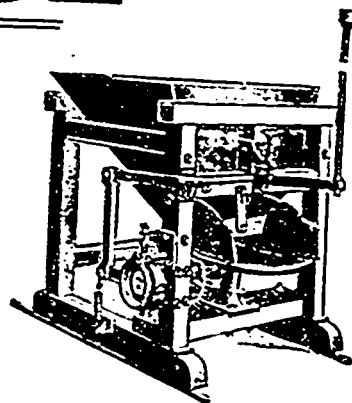
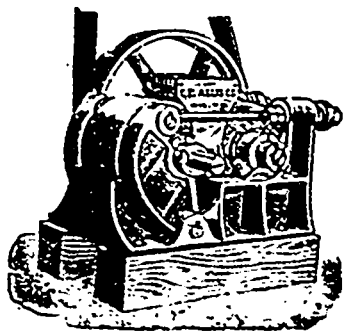
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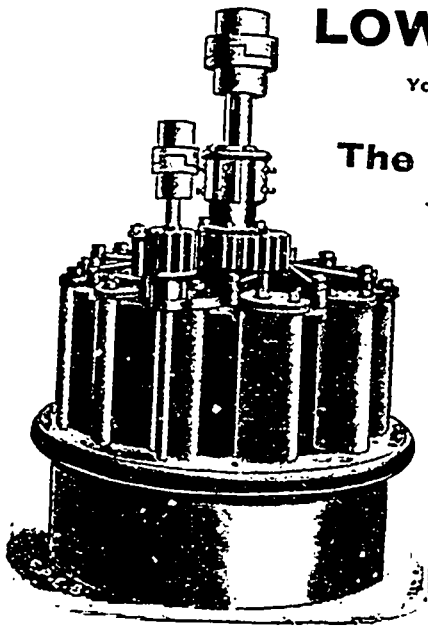
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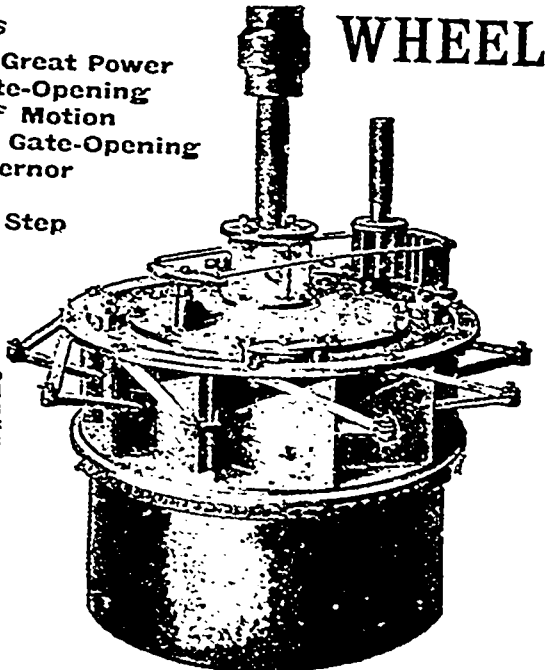
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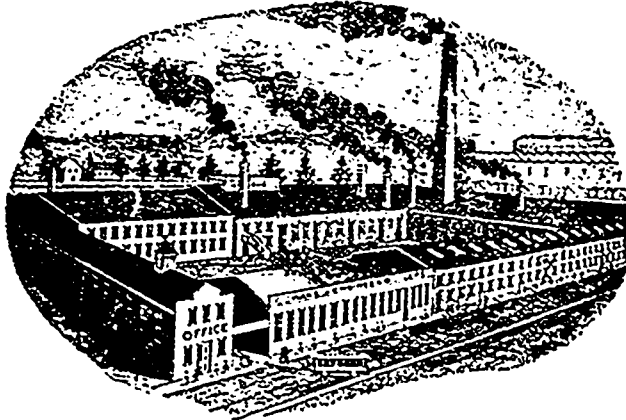
If a new manufacturing enterprise of any kind is being started, or an electric lighting plant instituted, or an electric railroad, or a telephone, or a telegraph line is being constructed; or a saw mill, a woolen, cotton, or knitting mill; or if any industrial establishment has been destroyed by fire with a probability of its being rebuilt, our friends should understand that possibly there may be something in the event for them. Do you catch on to the idea?

The starting of any such concern means a demand for some sort of machine, machinery, or supplies, such as steam engines and boilers, shafting, pulleys, belting, lubricants, machinery supplies, wood or iron working machinery, ventilating and drying apparatus; pumps, valves, packing, dynamos, motors, wire, arc and incandescent lamps, and an infinite variety of electrical supplies, chemicals, acids, alkalies, etc. It is well worth the while of every reader of the Canadian Manufacturer to closely inspect all items under the head of Captains of Industry.

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....Manufacturers of....

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Corliss and
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ENGINES
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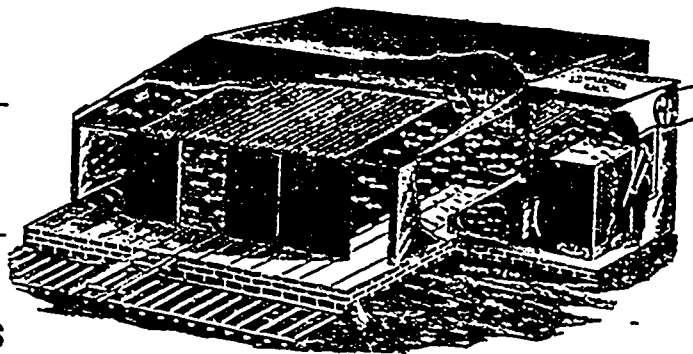
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HOT BLAST HEATING SYSTEM FOR LARGE BUILDINGS

Ventilating Fans,

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LITTLE WONDER HOT WATER BOILER for Heating Dwellings.

McEACHREN HEATING AND VENTILATING CO.
GALT, ONT.

The latest samples of colors sent out by Messrs. Wm. J. Matheson & Co., 178 Front street, New York, are Diamine Azo Blue R R. This new dyestuff when developed, yields redder shades than Diamine Azo Blue R, and surpasses it in fastness to light; it will therefore, we are informed, render excellent service not only as a self color but also for shading dyeings produced with diaminogene blue. Samples have also been received of Cyanole extra and Indigo blue S G N.

The Deseronto Car Works, Deseronto, Ont., have recently completed four passenger coaches for the Montreal Park and Island Electric Railway.

Messrs. Vick & Son's flour mills at Orillia, Ont., were burned April 29th. Loss about \$20,000.

George Reid's flour and feed mill at Dunnville, Ont., were burned a few days ago. Loss \$3,000.

The Goldie and McCulloch Company, Galt, Ont., are at work upon a 150 horsepower engine that has been ordered for a flour mill for South Africa.

Luxfer Prism Company, Toronto, is being incorporated with a capital stock of \$25,000, to manufacture prismatic glass.

The Moncton Manufacturing Company N.B., recently organized, has already commenced operations. The company will manufacture all kinds of machinery, making a specialty of the Nixon patent steel hay press.

The Montreal Watch Case Company is increasing its capital stock from \$50,000 to \$100,000.

The McEachren Heating and Ventilating Company, Galt, Ont., have moved into the Cant foundry building which they have purchased. They intend putting up a pattern shop and will shortly increase their staff of workmen.

Messrs. McNeill, Langill & Tingley's foundry and machine shop at Oxford, N. S., were destroyed by fire a few days ago.

Messrs. Palmer & Ouellette's sawmills near Tilbury, Ont., were destroyed by fire a few days ago. Loss about \$1,500.

Vancouver, Victoria and New Westminster Consolidated Railway Company have been succeeded by the British Columbia Electric Railways, Vancouver, B.C.

The copper shop of the Stevens-Campbell Milling Company, Chatham, Ont., was destroyed by fire a few days ago.

The Barker Lumber Company, Burford, Ont., have enlarged their buildings and added new machinery, and will manufacture woodenware, handles, etc.

The Kootenay Coal Company has been incorporated with a capital stock of \$1,500,000, to mine coal and produce petroleum, and to carry on the business of colliery proprietors, oil producers and refiners, miners, etc. Shirley Ogilvie, Ottawa, is interested in the company.

A new school building to cost \$10,000 is to be built in Chesley, Ont.

The directors of the Hamilton Radial Electric Railway Company have decided to extend their road to Port Nelson this season.

Messrs. Grant & Kerr, Ladners, B.C., are building a new saw mill at that place.

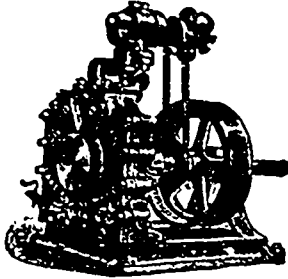
The John Watson Manufacturing Company, Ayr, Ont., is being incorporated with a capital stock of \$75,000, to manufacture agricultural implements.

A. C. NEFF

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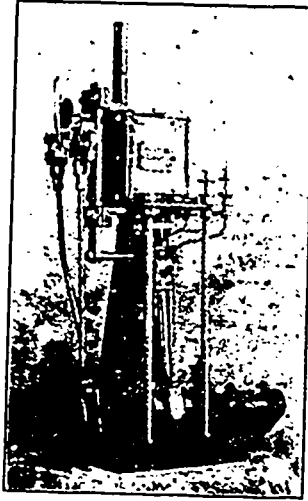
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WRITE FOR CIRCULARS

Kemp Mfg. Co.
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Galvanized Steel Pails
FOR FIRE PURPOSES ONLY.
NO HOOPS TO FALL OFF.
PRICES ON APPLICATION.

By arrangements recently made with the G.T.R., the Macgregor-Gourlay Company, Galt, Ont., will have a siding built into their premises.

The Mac Machine Company, Belleville, Ont., has been incorporated with a capital stock of \$100,000.

The Metallic Roofing Company, Toronto, have been awarded the contract for the sheet metal work for a large block of stores being built at Fort William, Ont.

The Montreal Brewing Company has been incorporated with a capital stock of \$150,000.

The Gardner Tool Company, Sherbrooke, Que., recently installed four car loads of new machinery in their shops at that place.

ALGOMA IRON WORKS

SAULT STE. MARIE, ONT.

**Engineers
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PULP AND PAPER MILL

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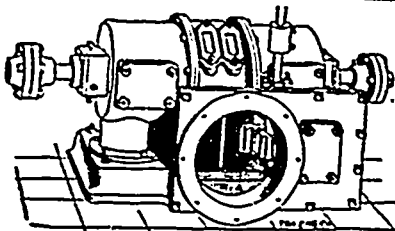
Mixed Acids for Explosives.
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BUILT IN 44 SIZES.

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Water Wheel Governors, Machine Dressed Gearing, Pulleys, Shating and Bearings.
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J. C. WILSON & CO., - GLENORA, ONT.

The Hillside Shipping Company, Yarmouth, N.S., has been incorporated with a capital stock of \$30,000.

We are in receipt of the exceedingly handsome catalogue of the Metallic Roofing Company, Toronto, in which is described the various lines of goods manufactured by them. The illustrations are beautifully reproduced in half-tones, and include ceiling plates, centres, side wall pieces, mouldings, wainscoting, friezes, cornices, beam or girder coverings, etc., besides views of several handsome residences and public buildings in which these metal goods have been introduced. This company recently commenced the manufacture of Richardson's pressed metal fire-proof doors, and the letters published from owners of buildings furnished with them fully sustain the claims made by

the manufacturers. They are constructed of two sheets of steel, covering a wood core. These doors cannot warp, shrink, sag or swell. They are handsome, being duplex copper-plated, finished in bronze, antique, etc. A large quantity of the company's goods are being used in the finishing of the new Temple Building in Toronto.

The Toronto Railway Company are constructing twenty elegant new open cars twenty-seven feet long and capable of seating seventy passengers each.

The Aylmer Electric and Manufacturing Company, Aylmer, Ont., is being incorporated with a capital stock of \$20,000 to supply the town and contiguous municipalities with electricity and to manufacture machinery and machinery supplies.

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COPPER
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Brewing Kettles, Boiling Coils,
Beer Coolers, Attempartors
Spargers, etc., etc.

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BOOTH COPPER CO.
LIMITED,
TORONTO, ONT.

Established 1854.

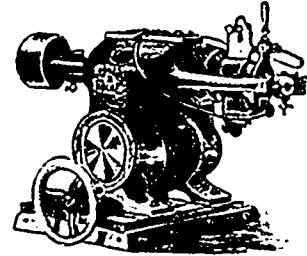
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PIPE . . .
FITTINGS**

WRITE FOR LATEST PRICES

**RICE LEWIS
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Corner King and Victoria
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**ELECTRIC
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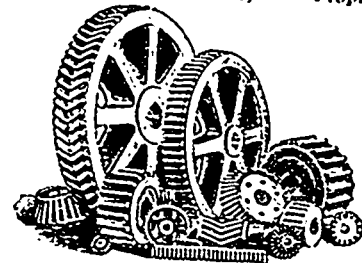


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Dynamo, in perfect condition,
for sale at a sacrifice.

We also Manufacture a complete line of
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WRITE FOR PRICES.

THE JONES & MOORE ELECTRIC CO.
22 Adelaide Street West
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**THE DOWNER PATTERN WORKS, J. M. DOWNER,
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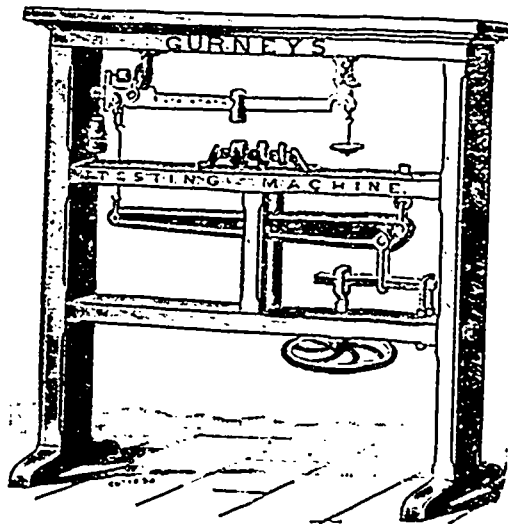


Patterns and Models in wood or metal of every description made to order. The largest and best equipped pattern shop in Canada, and employing the largest staff of skilled workmen of any one in the trade. Telephone 2672.
89 Wellington St. W., TORONTO.

FOUNDRYMAN'S TESTING MACHINE

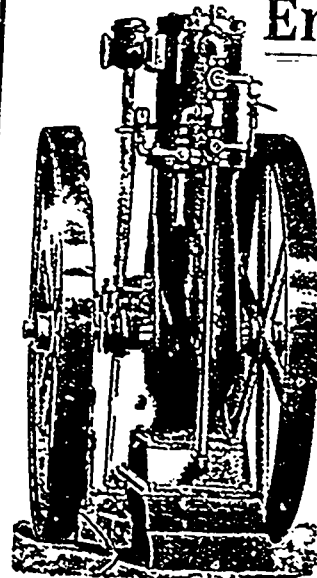
A Durable and Effective
Machine for the Use of Foundry-
men in Testing the Strength
of Best Iron, and
ascertaining the Best Mixture
of Iron for any work,
thus showing positively which is
the Best Iron for the Re-
quirements.
Can be done in a few minutes.

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SUBSTANTIALLY CONSTRUCTED.
HIGHEST CLASS OF
WORKMANSHIP.
CAPACITY, 5,000 POUNDS.
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Manufactured
by... **THE GURNEY SCALE CO., Hamilton, Ont.**

**THE ELECTRICAL GAS OR GASOLINE...
Engine**



WRITE
FOR
PRICES
AND
TESTI-
MONIALS

J. R. BAIRD
WOODSTOCK, ONT RIO

The Buffalo Forge Company, Buffalo, N.Y., recently received from St. Petersburg, Russia, an order for two engines, size 8x10, of their enclosed type running in oil to be used for electric lighting. The company writes us that, although little effort has been made to secure business of this class, it is steadily growing, both at home and abroad. They are enlarging their capacity by erecting a new five-storey building 210x60 feet, and are equipping it with the latest improved machinery, testing appliances, etc.

A company to be known as Twidale, Dunn & Co., is being incorporated in Montreal with a capital stock of \$20,000 to manufacture lumber and wooden goods generally.

The Lordly Furniture Manufacturing Company, St. John, N.B., is being incorporated with a capital stock of \$20,000, to take over the business of A. J. Lordly & Son, furniture manufacturers.

The Luxfer Prism Company, Toronto, in lighting buildings make use of the well known principle of refraction by using glass prisms, thus conveying light horizontally or diagonally into dark corners. They have fitted up some of the largest stores in Toronto with their lights.

During the past winter Messrs. Carew & McDonald have purchased and shipped to the United States over 70 carloads of rock elm blocks for the manufacture of harness hames—a practically new industry for our northern farmers and timber jobbers. Last year the firm shipped 60 carloads.—Lindsay Post.

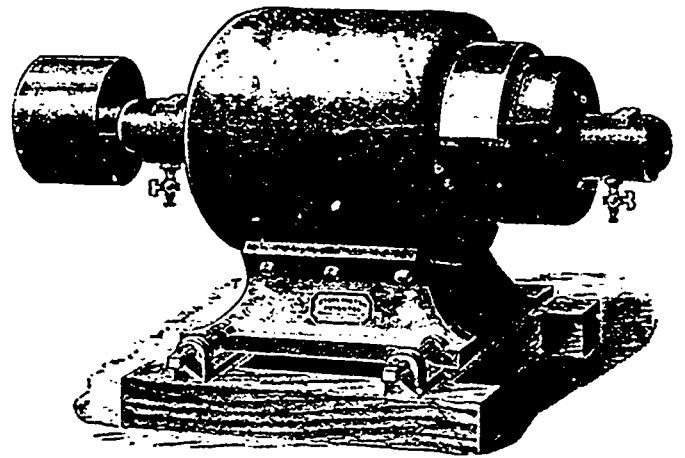
We have received a circular sent us by the Thompson Electric Company, Hamilton, Ont., fully describing the T and T series of arc lamps that this company are manufacturing. The Thompson Company are experts in electrical surgery, and keep a full staff of skilled workmen in their repair department.

Messrs. Genelle, Peter & Co., saw mill, Nakusp, B.C., have amalgamated with Vancouver Sash and Door Company.

Mr. D. K. McLaren, Montreal, has been appointed sole agent for Canada for the Lancashire Belting and Hose Company, Lancashire, England. This company, who are, we are informed, the original users of camel hair belting, claim that this fabric offers the maximum resistance to tensile strain, moisture and heat, with the minimum of stretch. It is woven with specially designed machinery at the company's mills into an absolutely straight, homogeneous and enormously strong fabric. The belting, after being manufactured, is retained for a long time at the company's warerooms until thoroughly seasoned. In Mr. McLaren the company has made a happy selection. He is thoroughly up in the trade and his advice is frequently sought by engine and mill men as regards this line of goods.


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THE
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MANUFACTURED BY
THE STOREY MOTOR AND TOOL CO.
 John St. North, Hamilton, Can., and Philadelphia.
 Send for Catalogue.

Dominion Oil Cloth Co.,
 Manufacturers of....
OIL-CLOTHS OF EVERY DESCRIPTION

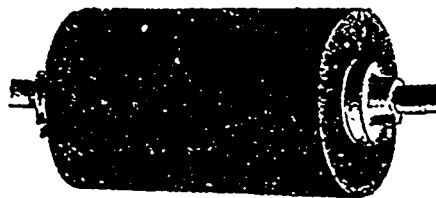
*Floor Oil-Cloth, Table Oil-Cloth, Carriage Oil-Cloth,
 Enamelled Oil-Cloth, Stair Oil-Cloth, etc, etc.*
 Office and Works
 Cor. St. Catharino and Parthenais Sts., MONTREAL, Que.



BRASS, BRONZE, PHOSPHOR BRONZE, ALUMINUM
 BRONZE, COPPER, ZINC and ALUMINUM
 CASTINGS TO ORDER. Large or Small.

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*All Kinds of MACHINE
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**Purest and
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1 ton of CRYSTAL CARBONATE contains as much Alkali as 2½ tons of Soda Crystals.

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BELTING, CARD-CLOTHING, PICKERS, PICKING BANDS, etc.

D. K. McLAREN

CARD CLOTHING and MILL SUPPLIES

THE LANCASHIRE BRAND

ORIGINAL PATENTEES AND MANUFACTURERS OF THE

CAMEL HAIR BELTING

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MANUFACTURERS OF **FORGINGS & CASTINGS.**

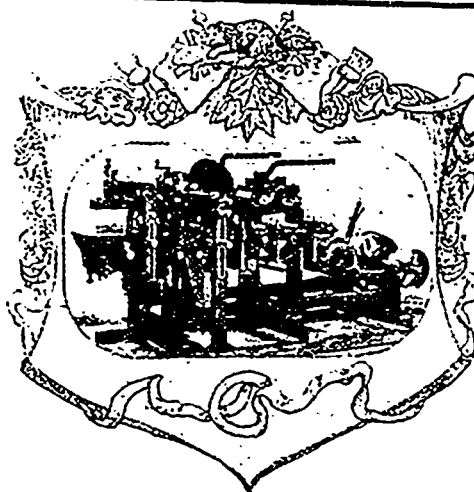
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FINE TWEEDS, CASSIMERES, AND FANCY WORSTED SUITINGS AND TROUSERINGS.

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Manufacturers of Fancy Tweeds, Etc.

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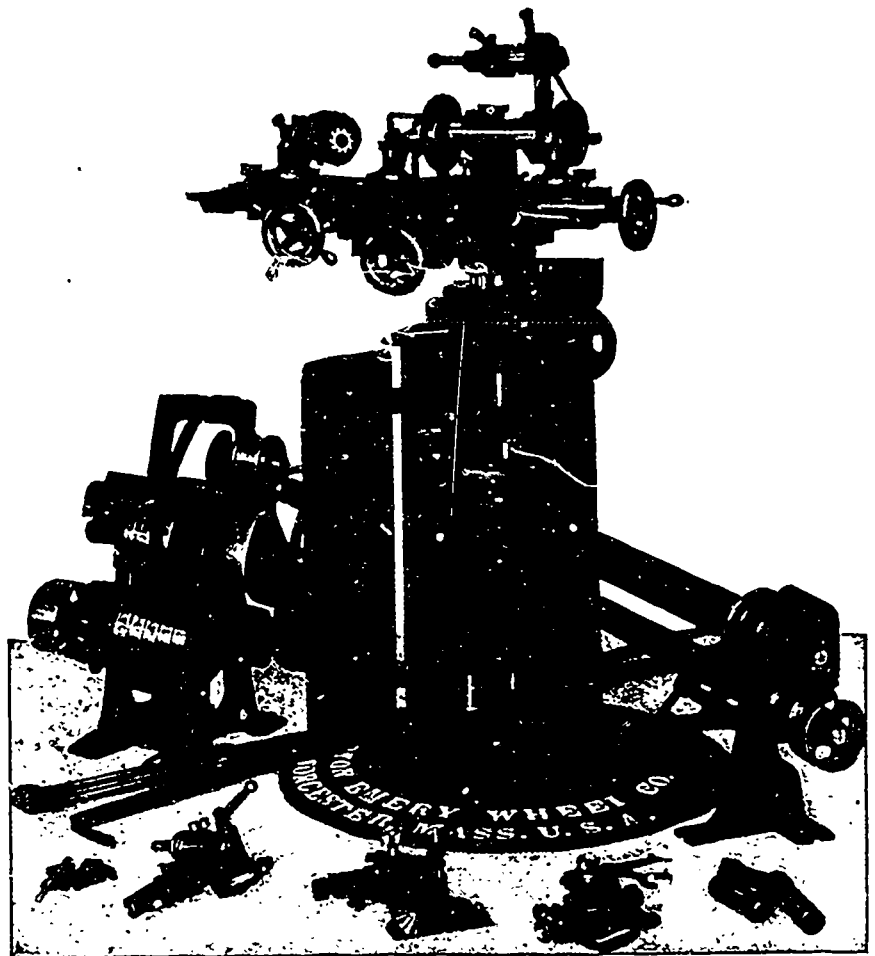
THE IMPROVED WALKER TOOL GRINDER.

The accompanying illustrations are of the improved Walker Tool Grinder, manufactured by the Norton Emery Wheel Co., Worcester, Mass.

The Walker Tool Grinder has been on the market for several years, and has always given the greatest satisfaction, but recently some very important improvements have been made in its construction, which, the makers think, render it practically perfect.

The improvements are as follows: A supplementary support to the swinging table (see Fig. 1 of the detail cuts), largely increasing the rigidity of the machine. The supporting collar *B* (resting upon this support) is provided with a steel pointer, to indicate by means of index 1 and 2 on the supplementary support, the position of the sliding carriage as regards the emery wheel. The sliding carriage, while preserving the same general design, has been materially increased in weight, has an increased capacity of 3 inches in length and a convenient rack and pinion feed has been added; and there is now obtained a direct hand feed, rack feed and screw feed, with quick changes from one to either of the others. The cross feed (operated by screw) is now arranged to be moved by thousandths of an inch, by means of the graduated hand wheel *M* and adjustable pointer *N*. The cross-feed screw is oiled through the oil cup *P*, at its centre.

As it has been the aim of the manufacturers to build a machine that should be strictly universal in its range, and to meet a demand for surface grinding under the emery wheel, also for formed cutter grinding an increased vertical adjustment of 5 inches has been



THE IMPROVED WALKER TOOL GRINDER.

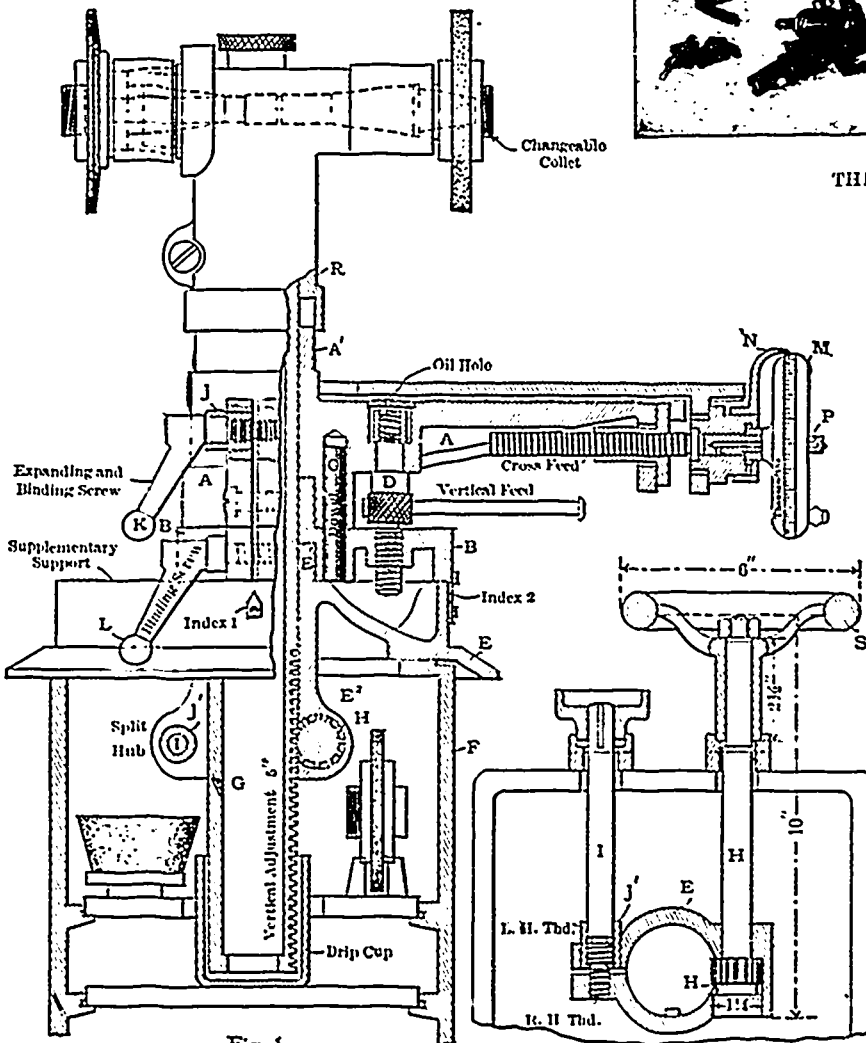


Fig. 1

Fig. 2

VERTICAL SECTION OF GRINDER.

SECTION THROUGH CLAMPING DEVICE.

provided. Fig. 1 is a part vertical section through the machine, and Fig. 2 is a part horizontal section through the binding and elevating devices. It will be seen that the supplementary support for the table is a part of the column top *E*, and also that a hub or collar *E'* is formed around the centre of the same at the top. The supporting collar *B* is clamped to this hub by means of the ball-handle screw *L*. The supporting collar *B* is in turn formed with a hub at the top, telescoping into the lower end of the hub of the main table *A*, and a dowel *C* is provided, allowing a vertical movement of the table by means of the feed screw *D*, but preventing lateral movement except in unison with the collar *B*. A hub *A'*, on the main table *A* telescopes into the bottom of the grinder head *R*, which is rigidly fastened to the adjustable post *G*, at its upper end. Table *A*, collar *B* and column top *E* are each centrally bored for the insertion of the adjustable post *G*, said post having rack teeth on one side of its lower extremity and being splined to the column top *E*, with stops to limit its vertical travel in each direction. The lower end of the post *G* enters a drip cup inside of the column, and forms a conduit for all the waste oil from the spindle boxes.

The column top *E* is provided at its under side with a long hub split on one side, operated by the gripping screw *I*, and upon the opposite side with a bearing for the elevating pinion *H*, made solid with its shaft and operated by the external hand wheel *S*. To adjust the post *G*, the binding screw *I* of the column and the binding screw *K* of the main table are loosened; the binding screw *L* remaining tightened, to hold the table and carriage rigid with the column top. After adjusting post *G*, the same screws are tightened, and the whole device is again rigid.

To insure the freeing of the clamping device from the post *G*, a simple device in the form of a right and left-threaded bushing *J* and *J'*, Fig. 2, is employed. It will be seen that these binding screws are each pro-

vided with two threaded portions of different diameters, the smaller size on each being right-handed and the larger left-handed. The inside of the bushings is tapped to fit the left-handed thread; while the outside of the bushings is cut right-handed, of the same pitch as the smaller diameter threads at the end of the binding screws, to enable the same to be screwed into place. The operation of the device is obvious, and it will be noticed that when slacked the binder is positively forced open.

To provide for the slackening of the spindle belt when the grinder head is elevated, an automatically adjusted belt tightener is arranged on the regular five-speed countershaft which accompanies the machine. The countershaft and tightener are shown in Fig 3, and further details of tightener are illustrated in Figs. 4, 5 and 6. A weight *Q*, by force of gravity, maintains the proper tension of the driving belt at all times. A notable feature of the belt tightener lies in the construction of the pulley *T*, which is rigidly mounted on a shaft *U*, the shaft having a bearing in a hub on the tightener arm. This pulley is so constructed that the belt pull is over the centre of the shaft bearing. The shaft is oiled at the centre, and the whole arrangement goes far to overcome the objectionable features of the ordinary loose pulleys. The drip cup *W* is hung in a groove on the tightener hub, and will maintain its contents inside the cup no matter what the angle of the arm may be. The machine is manufactured by the Norton Emery Wheel Co., Worcester, Mass.

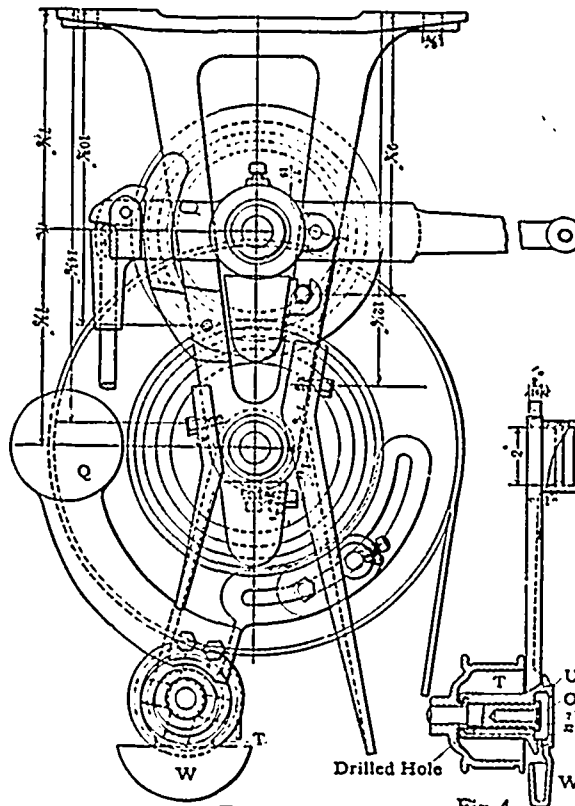


Fig. 3

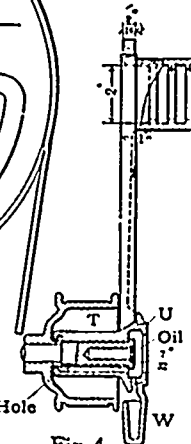


Fig. 4

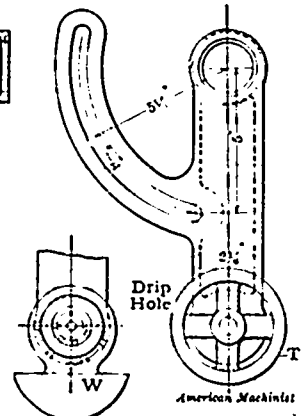


Fig. 5

Fig. 6

COUNTERSHAFT WITH TIGHTENERS.

BELT TIGHTENER AND DRIP CUP.

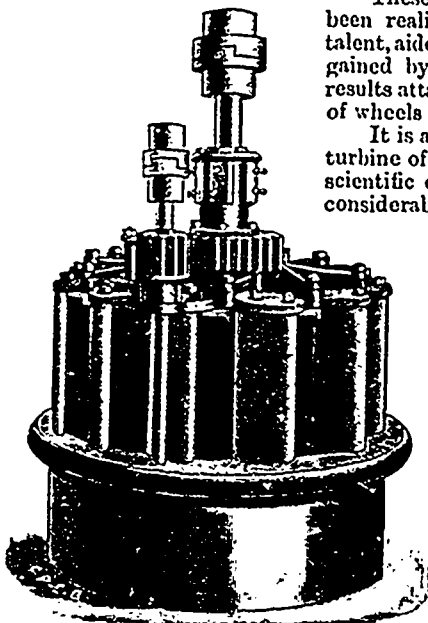
THE NEW CROCKER TURBINE.

It is manifest that the evolution of the turbine is keeping pace with advance in other lines of mechanical art.

A decade ago iron wheels were frail in construction, of small capacity, and uncertain in results. A glance at any old water wheel catalogue will reveal the progress. A thirty inch runner was tabled to develop, say, fifty h.p. under twenty foot head; the modern turbine gives nearly three times this power, and the efficiency has been raised from fifteen to twenty per cent. also.

These important results have been realized by men of natural talent, aided by practical experience gained by close observance of the results attained by the various types of wheels in use.

It is a curious feature that no turbine of purely mathematical or scientific origin has held for any considerable length of time a place on the market. The horizontal system of installing turbine plants is highly successful. Under more than moderate fall this is undoubtedly the most desirable plan. The removable step-socket now used with vertical wheels has, however, greatly lessened the difficulties experienced heretofore with that mode of setting. The turbine style furnished the most economical power and



the greatest percentage of the force expended. With it, electrical energy can be generated at the lowest possible cost. Thus, every water privilege having reasonable constancy, is destined to become valuable and available for the development of local or distant enterprise.

The subject of this article, "The Crocker Turbine," embodies all the desirable characteristics required in the diversified indus-

tries of to-day. The runner, or wheel proper, is a model of design and scientific construction. It unites ample strength in a union capacity, and the highest efficiency obtainable. The gates and chutes are so formed and secured to the casing as to be easily operated, even under high heads, which admits of perfect regulation by an ordinary governor.

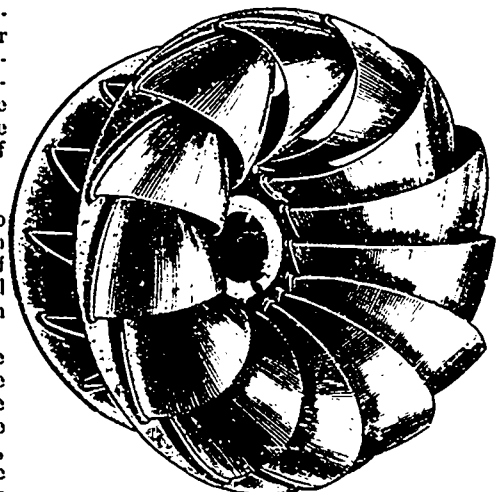
The surface formed by gates and chutes introduce the water to the wheel in solid streams the full height of bucket, thus producing high part gate results and uniform speeds under variable conditions.

Every particle of water is directed onto the buckets, there is no leakage through the crown plate to the wheel vents, which always occurs when cylinder gates are used.

The makers solicit a close examination of this turbine, feeling confident that it will bear the most critical tests.

The illustrations herewith presented give a fair idea of this machine, further particulars of which are set forth in the business card of the Jenckes Machine Co., of Sherbrooke, Que., who are the Canadian manufacturers of it, and who will give all information on application.

Some of the recent sales of the Crocker Turbine are to the Lake Megantic Pulp Co., six wheels; to the North Shore Power Co., four wheels, the Chicoutimi Pulp Co., three wheels; the town of Drummondville, Que., one fifty-five inch wheel for electric lighting purposes; the Boston Rubber Company, Montreal, one wheel; the Royal Paper Mills, Compauy, East Angus, Que., one wheel; the J. Champoux Lumber Company, D'Israeli, Que., two wheels.



The Toronto Electric Motor Company, Toronto, are building a 1000-light direct connected generator which is to be driven by a 100 h. p. Goldie and McCulloch engine. This generator is of a different type from generators usually made in this country, having wrought iron laminated pole pieces and soft steel pole shoes with a heavy cast iron crown. The armature is also of a new design, there being no wire passing down over the end. By this improvement considerable wire is saved, which means giving less wire loss than by the old system. The armature core is of laminated iron with ventilating strips which allow a free flow of air through the body of the armature, thus keeping the iron cool. This, we are told, is one of the largest machines yet built in Toronto and the first generator of this type built in Canada. This company have now

ready for shipment a forty h. p. motor and between twenty-five and thirty machines, ranging from $\frac{1}{2}$ h. p. to ten h. p. They are now working on orders for Ottawa, Toronto and Campbellton, N. B.

The C.P.R. Company are building two heavy combination engines for use in the mountain districts, three compound ten-wheel freight engines for the Pacific division, six ten-wheel passenger engines for the Eastern division and four compound ten-wheel freight engines for miscellaneous and general use.

The Sturgeon Falls Pulp Company, Sturgeon Falls, Ont., is being incorporated with a capital stock of \$160,000, to purchase the partnership business heretofore carried on at Sturgeon Falls under the firm name of the Sturgeon Falls Pulp Company.

W. Tudhope, manufacturer of carriages and agricultural implements, Orillia, Ont., has admitted E. F. Cooke as partner, changing the firm name to W. Tudhope & Son.

The Raymond sewing machine factory at Guelph, Ont., has commenced the manufacture of bicycles.

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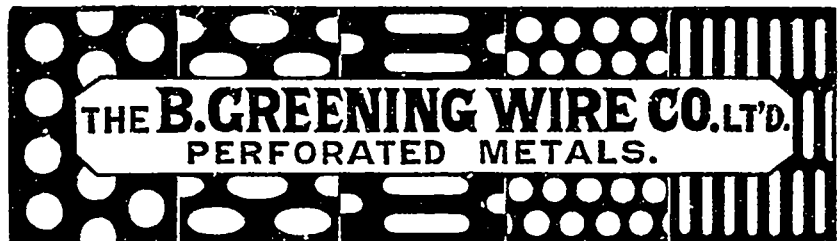
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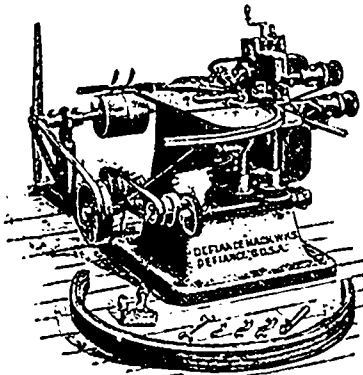
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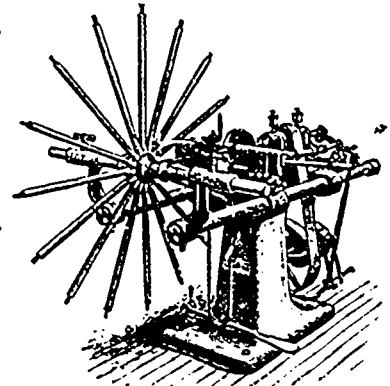
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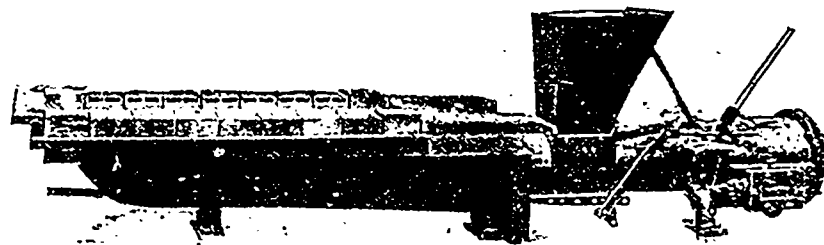
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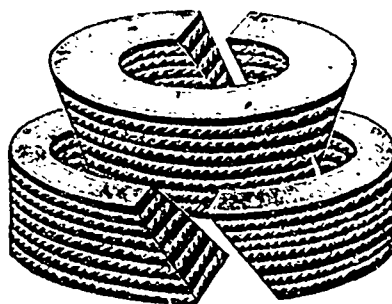
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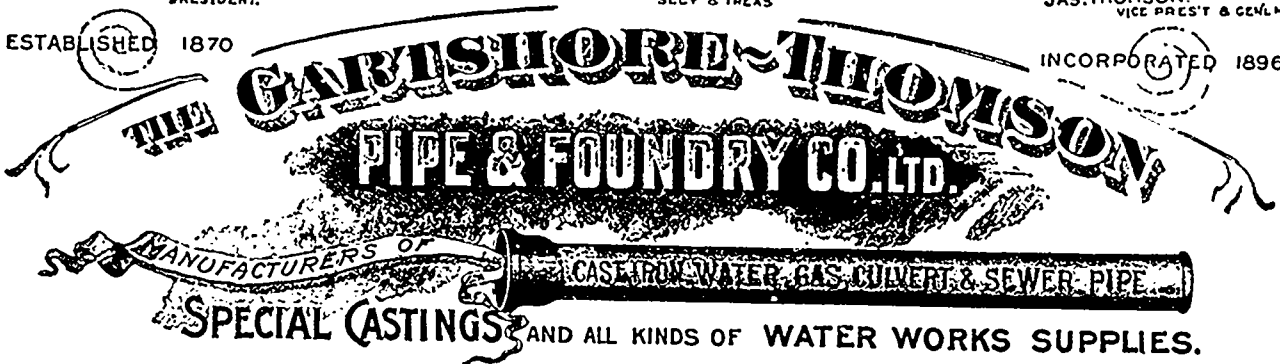
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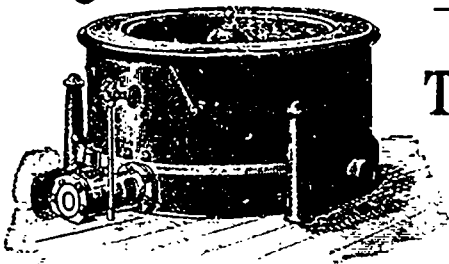
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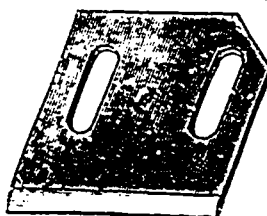
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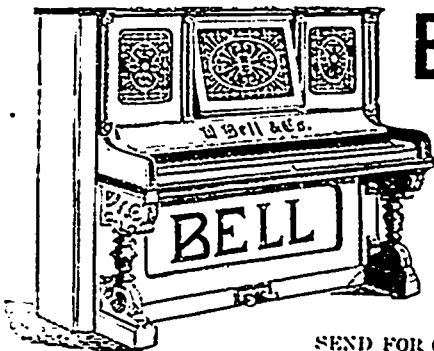
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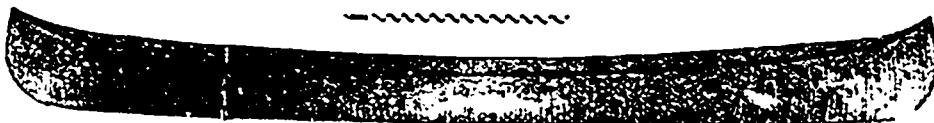
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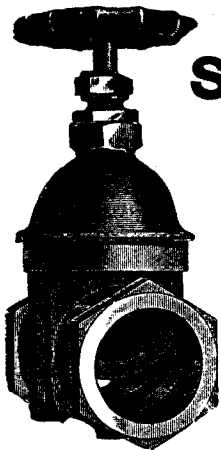
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