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# THE CANADIAN MANUFACTURER

## And Industrial World.

Vol. I.

TORONTO, ONT., MAY 26, 1882.

No. 11.

### AMERICAN BICYCLES.

Yankee genius, as exhibited in the manufacture of bicycles, is quite remarkable as compared with the prosy doings of our English brothers, whose ease and wealth led them to first adopt the two-wheeled go-cart as a means of pleasure and healthy exercise. The manufacturers in America have far exceeded those across the water in style and workmanship, as well as having built up the business to much larger proportions. The Pope Manufacturing Company, of Boston, the largest manufacturers in America, have a larger capacity than all English makers together. Their latest product is the "Expert Columbia," which we illustrate herewith.

The Expert, Fig. 1, is made of the best quality steel throughout, with special attention given to the quality or degree of hardness of steel for different parts, attention being given to lateral and torsional strains, as well as for wearing and resistance to bending.

The cylindrical centre steering head is used, with the new hemispherical or ball-steering centre, as shown in Fig. 2.

The handle bar is made in two parts, each of which is firmly screwed and fastened into the lug on the head, with a double shoulder, in a new and improved manner, as shown in Fig. 3. The handle bars are from 22 to 25 inches in length, the handles being made of vulcanite rubber, which has been found the most elastic and more readily held in the hand. The neck and spindle is of solid steel, drop forged, strength and symmetry being observed in its shape.

The perch or back bone is of the best weldless steel tube  $1\frac{3}{8}$  inches in diameter, tapered both ways, and of such shape

and thickness of shell as to be thoroughly rigid and strong. The tires are moulded of the best Para rubber, spliced before vulcanizing, thus rendering them the same in strength and effect as if made in endless mould. The wheels are made with care and of the best of materials. The axles are of high grade steel and being quite short are equal to any strain that may be imposed upon them. The hubs or flanges of forward wheel are of steel, drop forged, and threaded and pinned to

the axle. The cranks, which are closely fitted and keyed to the axle, as shown in Fig. 4, are of approved pattern as regards thickness and width. A new plan pedal has lately been introduced, which has parallel bearings in case-hardened bushings. They are light, narrow, and finely finished and neatly protected from access of dust.

To do away with friction and to make a serviceable and noiseless bearing, this company are now using a late patent of theirs in ball bearings. These bearings are shown in Figs. 5 and 7. It consists of a one-part box, a two-part sleeve, and a circular row of balls, by which both journal and pivot friction are effectively reduced to a minimum.

The back wheel, Fig. 6, that highly important factor in the proper behavior of the bicycle, is provided with the ball bearing, as shown in Fig. 7. The hubs are of steel, drop forged, and the single row of balls on each side is in a hardened box set in, and the whole is so constructed that the adjustment is effected by turning one cone with its annulus. In these ball bearings, the greatest accuracy in size and sphericity of the balls is attained by means of improved machinery, the balls being carefully tempered, tested, and polished.

The machine which has already made a reputation for this

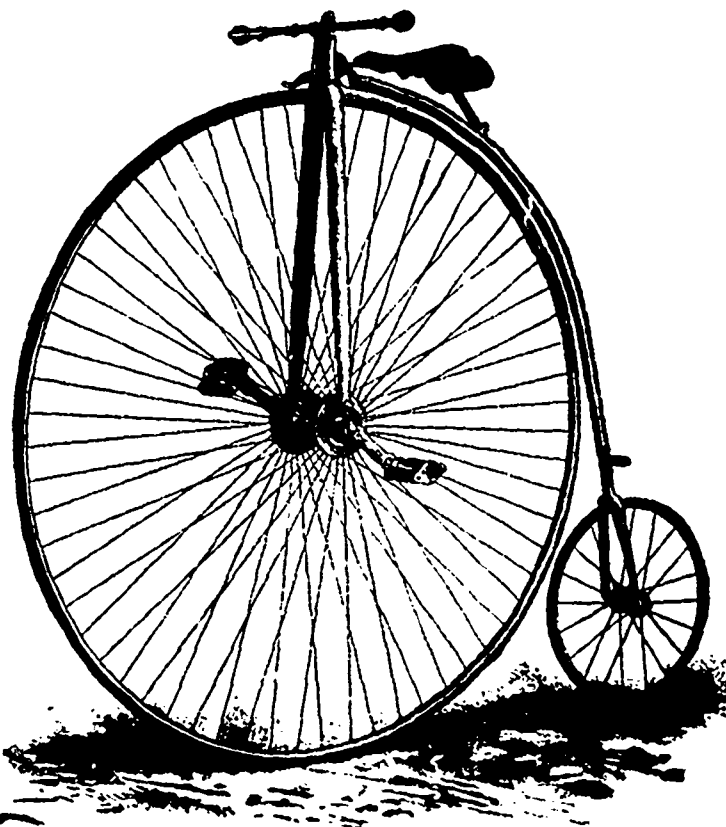


FIG. 1.

company, and for American manufacture, is the "Standard Columbia," which is very similar to the Expert just described,

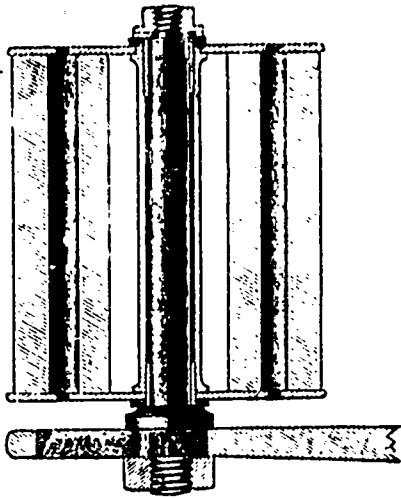


FIG. 2.

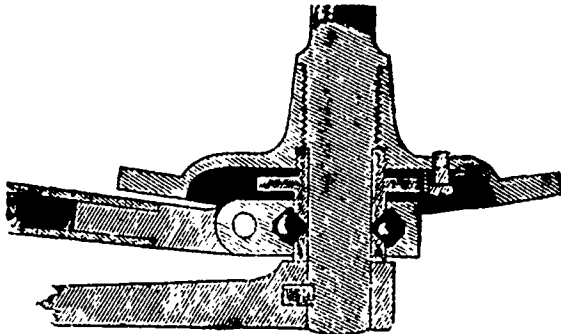


FIG. 3.

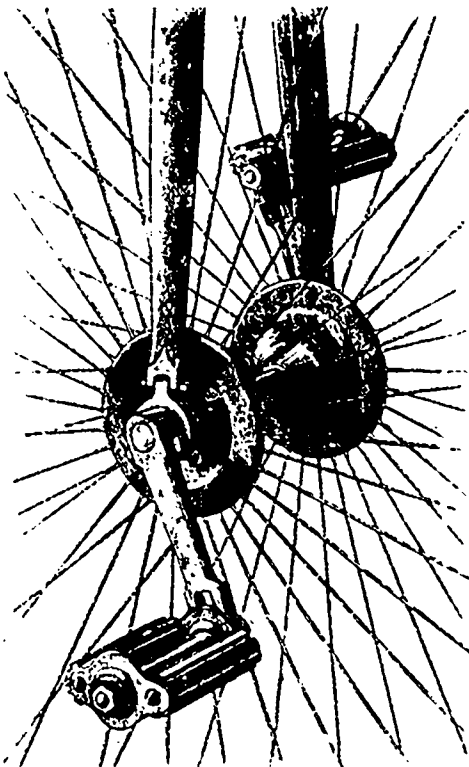


FIG. 4.

except in some details. It has an open head, with a very long space for the cone steering centres, and of good width, to

admit turning of the front wheel. The head is in one solid forging, and one of the largest drop forgings made. The ball bearings for the front wheel are on the same principle as on the Expert, but have a different method of adjustment. The pedals are also of a different and ingenious construction, also patented by the company. The spokes are nipped and lock nutted, the front forks are solid and of flattened elliptical

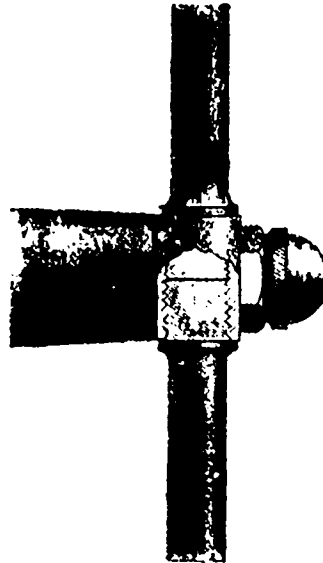


FIG. 5.

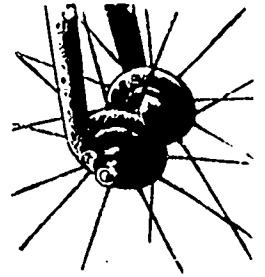


FIG. 6.

shape, and very rigid. They are less liable to accidental destruction, and are easier and less expensive of repair in case of bending. In the "Standard Columbia," as well as in the later "Expert," all the parts are formed by machinery of accuracy, the principal ones being shaped in dies by drop forging, and the best of steel, selected as to qualities, for the different purposes, is used throughout. The company have made several other styles of bicycles, but these two are the leading

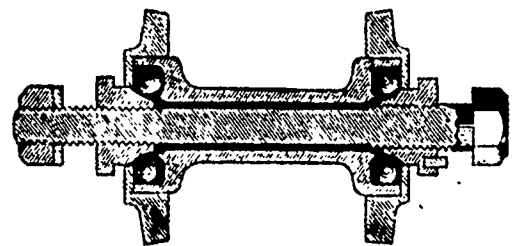


FIG. 7.

ones. The "Expert," as its name implies, is intended for the best high grade bicycle made, and principally intended to satisfy Expert riders; while the "Standard Columbia" is equally well, and perhaps better adapted for beginners and for all round, long range, road use.

The offices of the Pope Manufacturing Company are at No. 597 Washington-street, Boston, Mass., where they have also a training school.

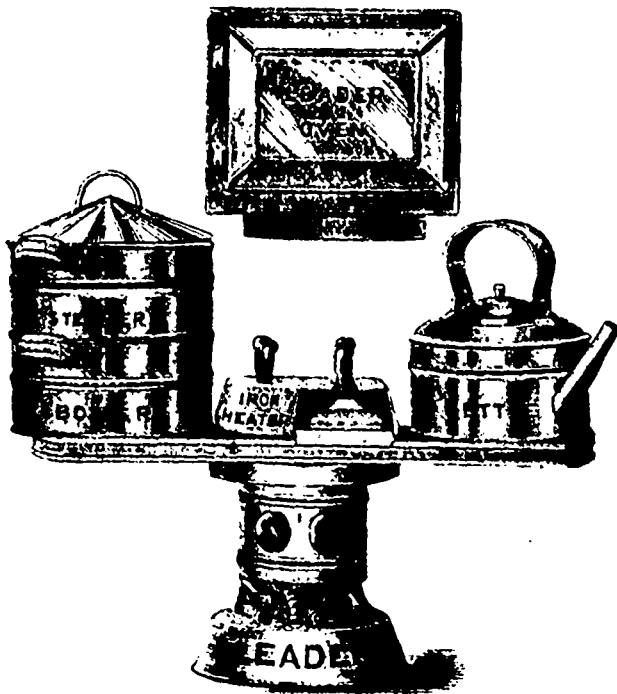
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## COAL OIL STOVES.

In this age of invention we are always reading of some new discovery that upsets all our preconceived notions of economy.

It is but a few years since it was always considered necessary to have a summer kitchen annexed to every house for the



express purpose of cooking in the warm weather, the great heat thrown out by the ordinary iron cook-stove rendering a special outhouse for its reception an absolute necessity.

The invention of the modern *coal-oil stove* has changed all this, and nowadays we can *roast, broil, bake, boil, heat irons,* and do all the cooking of an ordinary family with economy and ease, and with but little heat being radiated. MESSRS. McNAIR & Co., of 167 Yonge-st., Toronto, are the manufacturers of the now celebrated "Victory" and "Leader" coal oil stoves, that have found such favor in the eyes of the thrifty housewife by reason of their great saving and cleanliness.

The "Leader" is a strong and substantial stove, and is complete with every requisite, such as oven, broiler, sad iron heater, kettle, boiler and steamer, &c. The "Victory" is the same as the "Leader" in most respects, but is more highly finished, and costs more to manufacture. The makers claim for this stove the following advantages, which they are prepared to substantiate:

- 1st. Economy in use, combining simplicity and safety.
- 2nd. Unexcelled for practical use. A good baker, boiler, and iron heater.
- 3rd. Improved burner, requiring no water tank - any lady can use it.
- 4th. Cheapness, strength, and durability combined; occupying little space.
- 5th. Burns its own gas, causing no unpleasant odor. This alone recommends it over all other competitors.

Every lady will appreciate the convenience of such a contrivance, especially for heating irons in the dog-days, as instead of having to fire up an ordinary cook stove (at some expense, considering the present prices of coal and wood), and

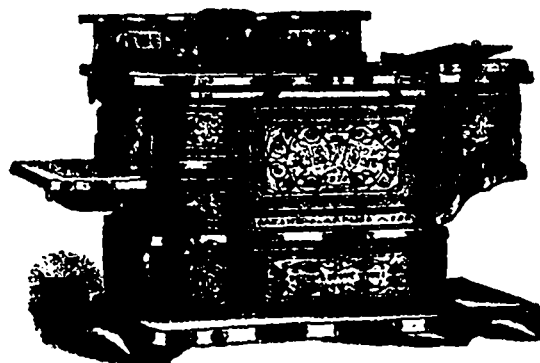
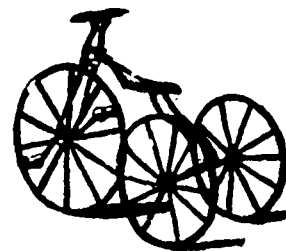
thereby heating several hundred weight of iron to heat a sad iron or two, she can, with the expenditure of a few cents, attain just the same result with little or no heat.



The "Leader" coal oil stove, which we illustrate, does not radiate, but concentrates the heat, and its economy will be better imagined when we state that these stoves will boil a quart of water in seven minutes, will bake biscuits in fifteen minutes, and that it costs but a cent an hour to run them.

We strongly advise all ladies and heads of families who have any regard for economy and health to send to Messrs. McNair & Co. for their illustrated catalogue, giving full particulars of this valuable invention.

The same firm also manufacture the "Jewel" range stoves. The "Jewel" is a well-known range which has gradually, but surely, made its way into the homes of thousands, and has



proved, after repeated trials, to be perfect in every particular. It is at the present time admitted to be without a competitor, standing unrivalled as a household comfort and convenience.

They also keep in stock the largest assortment of baby carriages, boys' velocipedes, carpet sweepers, and refrigerators, &c. in the city, and their extensive premises are the headquarters for all descriptions of house-furnishing goods in their line.

### THE ELECTIONS.

Among business men, it will create a feeling of satisfaction and relief to know that the elections are to be over and done with in a few weeks. The interruption to business will thus be the least possible, and, the excitement over, people will return to their regular callings with renewed interest. The prospect of four or five years of political rest (let us hope it will be five years this time) will have a most beneficial effect upon business generally. It may be expected that enterprises which have hung fire for some time back will shortly after this be vigorously pushed to completion. All this is, of course, on the supposition that the commercial policy entered upon three years ago, will be sustained by the country. And such is certainly the present prospect, judging from all available indications. It is keeping quite within the bounds of truth to say that the National Policy is supported by the whole of one of the two political parties, and by at least half of the other. The Conservatives are to a man in favor of it, and so are fully half the Reformers. This is a fact so evident that it cannot with any show of reason be denied.

We might put the case in another way, and might ask people just to try to realize in their minds what the effect would be upon business were it to appear that the policy adopted three years ago was now all at once to be reversed. Why, there would be universal consternation; stocks of all kinds would come tumbling down, credit would be curtailed, and business would be paralyzed. We beg most distinctly to say that it is not a political view of the matter at all, but a business view of it, which we are taking. No commercial man, be he Reformer or Conservative, can for a moment doubt that a vote of the people, condemning the National Policy, would land us in a financial crisis at once. No one can say that he wishes to see the country go back to the unfortunate state and condition of four years ago. Of course, it is open for Reformers to say, as some of them do, that Protection has been carried too far. But even they, or the most of them, are anxious to explain that they do not, by any means, propose to upset at once the whole existing system. They think they know of a better system, which they would introduce cautiously, and by degrees.

Speaking with due regard to the broadest principles of fair play, it does seem that the National Policy is entitled to such further trial as four or five years more of undisturbed operation would give it. In the most important of all branches of manufacturing production, that of iron from the ore, it has scarcely had a trial at all. Nor was it to be expected that any Government could, at one bound, reach the settlement of the iron problem, which is confessedly the most difficult of all in the whole range of practical questions affected by protection. If, however, the present Government be sustained, an attempt to settle this question on some practical basis will certainly be made within a year.

It is, we repeat, the business view of the matter, and no political view of it, that we are here presenting. In the contest of political parties, on *bona fide* political grounds of difference, this journal does not interfere. But a journal having to do with manufactures and commerce cannot affect indifference with regard to the business results of even a political contest. As we have before said, it is greatly to be regretted that the

trade question ever became a political one at all in Canada, because its settlement on the merits is thereby delayed. We are in hopes, however, that the day when this question will be taken out of politics will come at last. Then we shall see men supporting Free Trade or Protection respectively, not because they are either Reformers or Conservatives, but simply on the commercial merits of the question. In the meantime, however, the position which should be occupied by a journal professing to speak for the country's commercial and manufacturing interests is clear and unmistakable. Positively, we cannot wish to see the policy of 1879 reversed, and the country thrown into a commercial crisis. But nobody calling himself a business man can fail to realize that the consequences of a reversed decision now would be most disastrous. It would set the country ten years back in progress. In the heat of election arguments people may talk as if strictly political issues were the only ones worth minding, but they must know that public feeling does not run that way. At present we have a certain sense of security, with good business prospects before us. Reverse the National Policy, and instantly dismay and distrust would spread over the land: all faces would "gather blackness," as said the Hebrew prophet. No friend of our country can wish to see the present fair prospect displaced by one so dark. It is, therefore, utterly impossible for a journal professing to speak for the commercial and manufacturing interests, to do otherwise than wish that the policy of 1879 may be fully sustained at the approaching election, and firmly established for five years longer. After that its reversal, in our time at least, will be a highly improbable event.

### AMERICAN BANK CHARTERS.

The charters of the American National Banks, or of most of them, will expire next year, having been originally granted in 1863, and for the period of twenty years. Of course the question of renewal had to be dealt with, and a bill renewing the charters has passed the House of Representatives by a vote of 123 to 67. The bill now goes to the Senate, and in that body the discussion will mainly be with regard to amendments. It is believed that the final passage of the bill in some form or other, not very different from that in which it leaves the House is sure enough.

In the course of the discussion a good deal of hostility to the National Banks has been developed, both in and out of Congress. There has been growing up of late a strong anti-monopoly agitation, which is directed against railway companies, telegraph companies, banks, and in fact against large corporations generally. Unless the managers of the corporations take special action to defeat the movement when its crisis comes, by concessions calculated to take the wind out of the sails of the agitators, the question of anti-monopoly may become the leading one in the next Presidential election. This question would have been at the front ere now but for the prolonged survival of the old political issue between North and South, Radical and Bourbon, founded on differences both political and sectional. But when the lapse of time has measurably healed these old differences, the flame of agitation will strike into the pile of anti-monopoly tinder now waiting for it, and the corporations will get a scorching, the railways especially.

All corporations are not alike, however, either in circumstances or in conduct, and there is reason for believing that the national banks have been suffering in public estimation more from the faults of other corporations than from their own. Public attention has been challenged of late by the gigantic fortunes made by the railway kings, and the enormous power which they can exercise over the country's business. Looking at the gigantic railway and telegraph monopolies now existing, unthinking people jump to the conclusion that the banks are monopolies, too, and in almost the same way. But a little reflection will show this to be a great mistake. A bank cannot be a monopoly in the same sense as a railway or a telegraph corporation. If at any time the country's business requires more banks, and if capital sufficient be available, there are no physical, material circumstances to hinder. All that a bank requires in this way is - premises in which to conduct its business. But a new railway company requires right of way, connections east and west, and with the water front, and the odds in favor of a company already in possession of all these material advantages are very great. Further, railway connections depend upon a main line or its branches going many miles of distance to touch certain points. The Grand Trunk, for instance, could not touch Ingersoll or St. Thomas except by building a number of miles of road, at considerable expense, into territory not heretofore occupied by it; and the Great Western would be under the same disadvantage in attempting to reach Stratford or Seaforth—supposing the two roads to remain in competition. But say that at the head office of a bank, either in Montreal or Toronto, the directors sit-down to consider whether they shall establish a branch at Ingersoll or Stratford, or for that matter at Winnipeg or Brandon. What we may call strictly material circumstances do not interfere with their decision; a branch office can be opened in any town, east, west, north, or south, if only the business circumstances of the place warrant it. For a bank, three cents postage for a single letter makes the business connection with all places alike, or nearly alike. But railway connection means the purchase or construction of so many miles of road at, perhaps, fifty thousand dollars per mile. The important difference which we point out is obvious at a glance to anybody of ordinary intelligence. It is therefore to be taken as a point proved that banks can never be monopolies, in the sense in which the term is now applied to railway and telegraph companies.

#### REGULARITY OF MOTION FOR MILL SHAFTING.

It is frequently asserted by flour millers and by spinners of cotton and wool, that much better work can be done in a mill driven by water power than in one driven by steam power.

The assertion is, that the motion is steadier, or more uniform, and not so liable to "jerkiness," and periods of fast and slow speed.

It must be admitted that the more steady and perfect the motion of a mill for grinding flour, or for spinning or weaving, the better the quality of the work turned out, and the less trouble to the workers in attending to the machinery.

But it is a question of some interest and importance to determine why a steam-driven mill should be more unsteady than a

water power mill. Is there anything necessarily inherent in the action of the steam engine which produces this result?

The action of the steam on the piston is of varying intensity throughout the stroke, or rather each half-stroke. The piston at one end of the cylinder has no motion, steam is admitted from the boiler, and the piston moves with a gradually increasing velocity till the crank has made about one quarter of a revolution; by this time the piston has attained a velocity equal to that of the crank-pin (and at one point, for an instant, its velocity exceeds that of the crank-pin), then the velocity gradually diminishes till at the end of the cylinder it again stops and its motion is reversed.

During this motion from one end of the cylinder to the other the pressure may be nearly constant on the piston, if there be no expansion, but if steam be cut off in order to get the benefit of expansion, there will be a gradual reduction of pressure from the point of cut-off, and frequently from the point of admission to the end of the cylinder. The effect of this varying velocity of the piston and varying pressure upon it is, that the total pressure upon the crank-pin is not uniform throughout its revolution, and to regulate this the fly-wheel is employed, the inertia of which absorbs excessive power when such is applied to the crank-pin, and again gives it off when that power is less than the resistance.

But the excess can only be absorbed by the velocity being increased, and can only be given off by the velocity being diminished. Hence there must be some inequality of motion from this cause, and how this can be avoided or prevented has long been a question of importance to engine builders who really studied the principles governing the action of the steam engine.

One comparatively recent method is to carefully adjust the weight of the piston, cross-head, and connecting-rod, to the velocity at which the engine is to run, and the pressure of steam carried. By this plan engines have been built to run at very high speeds and with remarkable steadiness of motion.

Another way has been to couple two and sometimes three engines to the one driving-shaft, with the cranks set at such angles to each other as to divide the circle equally and so get a more uniform pressure throughout the entire revolution.

The conversion of the reciprocating motion of the piston into such uniform motion of rotation as shall meet the requirements of manufacturers of cotton and woollen fabrics is a subject well worthy of the study of engine builders. It will be found closely allied with the economical working of the engine, the one in a manner lapping over the other.

#### RAILWAY FUSION.

The Dominion elections are "on," and an unavoidable four weeks of political stir and excitement are before us, during which business generally will have to do with less than its proper share of attention. Fortunately, however, the period of interruption will be short, and a week before the Dominion Day fire crackers begin to fizz about our ears we shall be back to our steady work again, and may then give politics a rest for a while. But there is another element of disturbance in sight, which may for longer time to come distract our energies. The impending amalgamation of the Great Western with

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

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

#### THE FACTORY BILL.

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

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

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

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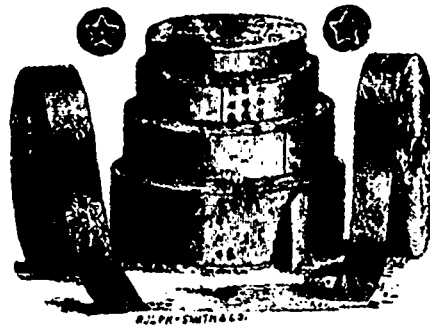
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Our Belting is **Short Lap**, and is warranted to run straight and even on the pulleys, and certainly cannot be surpassed in quality by any other Belting in the market at the same prices.

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

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

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

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

**LARGE DOUBLE BELTS A SPECIALTY.**

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

Lace Leather of the very best quality always on hand.

*All Work Warranted.*

*Orders Solicited.*

**F. E. DIXON & Co.,**

**81 Colborne Street, Toronto**



## To Mill-Owners.

### AMERICAN LEATHER BELTING.

OUR tannery near Providence, Rhode Island, is devoted to the tannage of Leather for Belting and no other purpose. Our Belt Factory in connection is second to none on this continent. The Belting we manufacture is of a very superior class, and such as cannot be compared with that made and sold by makers who sell at such low prices that the quality has to be reduced. If users of Belting would keep an account of the time lost in "taking up" and repairing these poor quality belts, they would find cheap belting a very expensive article. We offer a guarantee that our Belts will stand more strain, run straighter, and last longer than any bark-tanned Belting made. We keep on hand at our Toronto warehouse a larger stock than any other makers or dealers in Canada.

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65 YONGE STREET, TORONTO.

THE  
**Canadian Manufacturer**  
AND INDUSTRIAL WORLD.

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*Managing Editor.*

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OUR OFFER.

Having noticed with much satisfaction that many of our subscribers carefully preserve the CANADIAN MANUFACTURER, but that in some instances certain copies are lost through the want of a ready contrivance for filing away each successive number as it arrives, we have had manufactured a large quantity of a simple but very handy description of file, which we will present and send postage paid to those of our subscribers who will mail us a postal card to the effect that they wish them to preserve their copies.

**Editorial Notes.**

At a meeting of the Institute of Accountants, at Toronto, on the 18th inst., resolutions were passed expressing a hope that the Legislature would grant the Institute a special charter, empowering them to hold examinations and grant diplomas for accountants.

Speculation and "corners" generally run on raw materials—wheat, pig iron, raw cotton, wool, &c. Pig tin is one of the latest in the list of such merchandize to be seized upon by the speculators, and it is now held in London at advancing rates. As for so volatile and risky an article as petroleum, the wonder is that the speculators did not seize upon it in earnest long ago. Somehow or other speculation never runs the same way upon flour, finished iron and hardware, or cotton or woollen cloth. For this exciting game, staple raw materials are preferred.

The smallness of grain shipments at New York for Europe, and the continued high range of the Chicago wheat market above export prices at the seaboard, are much observed and commented upon. It almost seems as if Chicago grain speculators were bent upon making that city an eastern market as regards prices. They would surely be at the height of their ambition could they ship wheat from Liverpool to Chicago at a profit. Something like that appears to be what they are making for.

The wheat crop of South Australia (harvested in January last) is estimated to have been 1,900,000 acres area, of which 1,840,000 acres were reaped. The average yield is placed at 5 bushels per acre, making an aggregate yield of 9,200,000 bushels for the colony. The requirements for food and seed are placed at 3,500,000 bushels, leaving an available export surplus of 5,700,000 bushels, equal to 154,000 tons, or 14,000 tons in excess of the crop of 1880-81. The yield per acre looks small; we would think it very poor in Canada.

Testimony before the Arbitration Committee in Chicago, recently, relative to fixing the price of cornered wheat, developed the fact that G. C. Walker was the chief holder of that wheat, having about 14,000,000 bushels bought. Mr. Walker held that the operation was in no sense a "corner," and only became such after the bears had largely oversold the market in hopes of breaking it. His story was so straightforward that one of the chief defaulters has already settled, and it is likely the committee will fix the settling price at \$1.40.

It is just possible that the labor market may be suddenly over-stocked some day soon. The *Belleville Intelligencer* of May 18 says: About sixty emigrants got off the emigrant train which passed here last night, and spent the night at the station. They were all English. A number of them came down into the city to-day looking for work, but very few succeeded in obtaining any. Several of them went out to Peterborough, others crossed the bay into Prince Edward with the intention of finding work there, and the remainder intended going further west by the evening express. They came out in the steamer *Circassian*, on which there were 1,500 passengers.

That the Pacific Railway Syndicate has shown itself exceptionally strong in business and financial capacity is allowed on all hands. But the same strength has not been shown in engineering management, and in providing against natural, material difficulties, such as those incident to changes of the seasons, and the like. There have been floods along several sections of the line, simply because extensive embankments were left without culverts, thus preventing the water from running off by its old outlets. Perhaps it is none too harsh a thing to say that, had the American engineers of the road been as zealous in attending to this part of their duty as they were in securing speculations for themselves in town lots, a great deal of trouble might have been saved.

Among workmen the impression prevails that large employers of labor, in mills, iron works, and such like, are always harmoniously united together, to oppose strikes and keep down wages. This does not appear to be exactly the case in the States, however, according to the *St. Louis Age of Steel*. Last summer there was a strike among the iron workers in the Cincinnati and St. Louis district, very much to the satisfaction of the employers in the Pittsburgh district, so says our contemporary. Of course the stoppage of work in one extensive district sent the orders rushing in to another. But this year, says the *Age of Steel*, the Pittsburgh masters may expect to get a big dose

of their own medicine. Owing to the slackened demand for iron, there seems to be trouble brewing over there in the great iron-producing districts.

What truth there is the report of Mr. Hickson leaving the Grand Trunk, in order to become General Manager of the Canadian Pacific, remains to be seen. But that there would be a rise in Syndicate stock should it be confirmed nobody doubts. Scarcely any other railway in America has so remarkable a record to show, of large success in the face of heavy disadvantages, as has the Grand Trunk under Mr. Hickson. The record of this success of his is really phenomenal. Although on a somewhat smaller scale, Mr. Broughton's management of the Great Western has been most successful too, except where the great railway war, while permitting success to be deserved, inexorably forbade it from being attained. We hope that after this Canadian managers, or old country managers fully acclimatized and naturalized in Canada, will be found competent to take charge of all the railways in the Dominion.

Supposing protection to tempt capital into manufacturing enterprises so that production is increased, and that competition to sell threatens to swamp the market. In that case, it will have to be admitted that protection has actually made goods cheaper instead of dearer. For practical testimony on this point read the letter of our Pittsburgh correspondent, who tells of cut nails at \$3.00 per 100 lbs. in car lots, for cash. The American duty on cut nails is  $1\frac{1}{2}$  c. per lb., or \$1.50 per 100. On a certain theory, which has some great names to support it, we would have to believe that the free admission of imported cut nails would cause the price to fall to \$1.50, instead of the very low figure of \$3.00, as at present. Anybody sufficiently ignorant of business in general, and of iron trade prices in particular, to believe this, is at liberty to do so.

The Montreal *Gazette* says that advices received there Saturday last from the American oilcentres reported unwonted activity in crude petroleum, and almost unparalleled excitement. At the oil exchange in Pittsburgh, Pa., the excitement was carried to such a pitch that at times it was nearly impossible to transact business. The transition from the buoyancy and animation of a "boom," to the panicky agitation of a "break," occurring with remarkable celerity. At the oil exchange above referred to, exaggerated reports of the extent of a strike at Warren were received on Saturday morning, when the market opened at 65c., and immediately ran up 3 points to 69c., when it receded 3 points almost as rapidly to 66c., closing at 66 $\frac{1}{2}$ c. bid, which is a decline of about 8c. within a week in united certificates of crude, which have been pressed for sale on reports of new wells, increased production and accumulating supplies, leading to unusual activity, and some of the heaviest sales on record. At Bradford, Pa., on Friday, the sales of crude oil aggregated 2,996,000 barrels, being the largest ever made on any exchange in one day. At the morning's session at Pittsburgh on Saturday, the sales were 750,000 barrels. Speculation in crude petroleum is getting to be as prevalent as in cereals and provisions, and it is well known that a Montrealer is in the present oil deal.

## Manufacturing Notes.

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

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

Mr. J. C. Hall and Cleaveland have opened a new copper mine at Bolton Centre, Que.

The Almonte knitting mill is to be lighted with gas, and not the worsted mill, as announced, the latter mill being already supplied.

Letters patent have been granted to the Steven, Turner & Burns' Foundry and General Manufacturing Company, of London.

Messrs. Adams, Hackland & Co., of Paris, have moved into their handsome new offices, which are being furnished in luxuriant style.

Messrs. Brown and Peabody, of Lawrenceville, Que., have orders for their knitting factory for the summer of \$15,000 worth of work, and more expected.

T. H. Crabtree, of Sherbrooke, is starting a machine shop in that town, having purchased the necessary machinery from Morrison Bros., of Toronto.

The S. S. Lake Manitoba took out 500 tons of phosphate for Liverpool, and the S. S. Polynesian also takes a large quantity for Liverpool.—*Montreal Gazette*

The Thorold Pulp & Paper Co. have increased their power by the addition of a new 75 h.p. Little Giant water wheel. They are also going to add to their machinery.

Rathbun & Sons' mill and lumber yard, Deteronto, is now lighted by electricity. One light, 75 feet high, is a splendid beacon for mariners navigating the Bay of Quinte.

Alex McLaren, of Osceola, has ordered a complete outfit of machinery, from Morrison Bros., of Toronto, for his new stave and heading factory now in course of erection at that place.

Marysville is to have a shoe factory. Mr. Gibson is the promoter. Mr. William Tufts of this city is to manage the affair, and yesterday moved his family to Marysville.—*Fton, N.B., Capital.*

Six car loads of fire-bricks have been recently shipped from St. John, per I. C. R., for the Moncton cotton factory, and it is understood that the pressed brick for the same structure will be procured from that city.

Last December the Barber Knitting Co. of Merriton, moved into what was formerly Disher's Woollen Mill. They are now turning out about 150 dozen shirts and drawers per week, and employ about thirty-five hands.

The Napanee Brush Company find their new premises too small for their rapidly-increasing business. They will probably erect new offices in front of the factory, and use the space gained for the accommodation of more hands.

The Compton Beetroot Sugar Company has rented 150 acres of land on the island of Montreal, at the high rate of \$15 per acre per annum, for growing beet-root. It appears the land proves to be exceedingly well adapted for the production.

Messrs. Wm. Parks & Son, St. John, N.B., continue to strengthen their stakes and extend their coils. They have forty new looms being constructed in England by Messrs. Hodges, of Bradford, fifteen of which, it is understood, are now en route to St. John.

The New Brunswick Merino Manufacturing Company has been organized in St. John, with a capital of \$50,000. Operations are to be commenced immediately. The manufacture of wool yarns, shirts, drawers and cardigan jackets, will be made a specialty.

Mr. Herring, of the Napanee Glass Works, asks the Town Council for a bonus of \$6,000, on condition of which he will double the capacity of the works. A committee to confer with him on the subject has been appointed.

Work at the hammer factory of P. & J. Phelps, at Merriton, is booming. They have recently added a grinding room, 22x32, and are now turning out hammers of every description, heavy sledges, ship mauls, &c. They find their trade rapidly increasing.

The Town Council of Portland, (N.B.), have exempted from taxation, for twenty-one years, the plant for a cotton factory and a woollen factory, the land, however, to be assessed. The company for running the latter is to be called the New Brunswick Merino Company.

To provide the power necessary to drive the additional machinery shortly to be set up in their new cotton factory, Messrs. Parks & Son are having a new engine of 500 horse power built. Workmen are engaged excavating, preparatory to building the engine bed.

Mr. Francis Smith, of Thorold, has now had his knitting mill running about three months, and is in good shape for turning out his manufactures of plain and fancy knitted goods. He employs about 8 hands, which number will be increased as his trade expands.

The Thorold Cement Works are doing a largely increased business this year. During the month of April they disposed of over 4,000 barrels, and expect this month's shipments to largely exceed even that quantity. Their schooner, the Mary Battle, is now unloading 550 tons of coal for the works.

The Napanee *Standard* says that the other day Mr. John Herring received an order for a vessel load of glass to be sent to Manitoba. He is so pressed with orders that it will be some time before he can fill this one, if at all. This is more of the stagnation caused by the oft-quoted National Policy.

Mr. George Herring, of the Napanee Glass Works, went this week to Ithaca, N. Y., and succeeded in bringing back six blowers. A glass factory in that city was burned last week, which accounts for his success. There is now nearly a full staff of blowers in the establishment, and business is booming.

Extensive alterations and improvements are going on at Mr. W. Lewis' iron works, Britain-street, St. John, N.B. A new building, 30x40 feet, is in course of erection to the south of the main workshop, a boiler of 30 h.p. has been fixed on its bed, and an engine of the same power will be added to the works shortly.

The Thorold Woollen and Cotton Manufacturing Co. expect to be running in about a month's time, a leak in the race-way having caused considerable delay. The machinery has all arrived and is mostly in position, and when running will afford employment to some 60 to 75 hands. The goods manufactured will be undergarments and yarns.

The Whitman & Barnes Manufacturing Co., St. Catharines, are putting up a large new addition to their already extensive works. The new building will be two storeys high, 204 x 42 feet, all built of stone, as will also be an annexe to the main building, 31 x 37. They will expend on the new factory about \$30,000, and it is expected to be in operation by the first of September.

Mr. Unser, carpet manufacturer, of Eglinton, near Toronto, has arrived back from Germany, bringing with him a large number of Germans to work in his new manufactory to be built on Davenport-road. It is understood Mr. Unser has purchased new machinery, and will employ about sixty hands. The material for the building is already prepared and will be put up at once.

At a meeting of the shareholders of the Kingston Car Works, held on the 16th inst., the report of the provisional directors was read. It shows that of the \$100,000 capital stock \$61,600 has been subscribed. Contracts have been awarded to the amount of about \$25,000. The following were chosen directors:—A. Gunn, Wm. Irving, J. B. Carruthers, John Mudie, W. R. McRae, R. Waldron, P. Browne, Wm. Harty, and S. McMahon.

The Hibbard Antimony Company, operating at Lake George, N. B., are working over sixty men, and are taking out from fifty to sixty tons of ore daily. One shaft is down 240 feet and another 130 feet connected underground. The company own 800 acres of land, giving them over a mile on the vein they are now working, which is five feet wide at the present depth. The ore is concentrated and shipped, and finds a ready market in the United States and Europe.

The St. Martin's Manganese Mine, at West Quaco, N. B., is being actively and successfully worked by a Boston company, of which Wm. B. Fowle is President, and Oscar F. Howe, C. W. Osborne, Frank B. Dole, of Boston, and Simeon Jones, of St. John, are Directors. Twenty men are employed and large quantities of manganese are being taken out and shipped to Boston. The vein is said to be over thirty feet wide, and the property of the company embraces upwards of 1,200 acres.—*St. Croix Courier*.

The Ontario *Gazette* states that the Juvenile Novelty Manufacturing Company, of Toronto, has applied for a charter for the manufacture of children's toys, fancy articles, sleighs, velocipedes, carriages, waggons, &c. The amount of capital stock of the company is to be \$75,000, and the applicants for the charter are Messrs. P. G. Close, John Small, E. A. Macdonald, Geo. Warner, E. Wilby, and John R. Barron. The business will be carried on in Duke-street, near Ontario-street, in the east end of the city.

Fitzroy Harbor presents, at present, the appearance of a once flourishing little village on the Ottawa, gradually going to ruins. Unlimited water supply for mining machinery, grand stretch of land and water for pleasure, but limited accommodation for visitors. It requires a good hotel, with rowing boats and livery stable attached, to make it a first-class summer resort. And it also requires one or two energetic business men to start factories, and begin afresh to build what must sooner or later be a thriving town.—*Almonte Gazette*.

The Campbellford *Herald* says that a trial of the water-works of the new woollen mills was made on Saturday last. The hose was brought from the building and carried to the end of the bridge, where the corporation hose was attached sufficient to reach the Post Office. It was ill-adapted for this use, however. When only a part of the power was applied, the hose burst at the couplings like paper, so that the strength of the stream which the power was capable of throwing could not be ascertained. In the event of a fire near the factory the hose could be attached and a powerful stream poured on the flames in a few minutes.

At a special general meeting of the shareholders of the Almonte Knitting Company, the following gentlemen were elected the first directors of the Company:—Hon. D. A. Smith, Jonathan Hodgson, Robert Mackay, B. Rosamond, James A. Cantlie and John Turnbull. At the directors' meeting, held immediately afterwards, the Hon. D. A. Smith was elected President, Jonathan Hodgson, Vice-President, and B. Rosamond, Managing Director. Mr. E. Rosamond was appointed Secretary, but we learn he will not for the present reside in Almonte. The factory is now in operation making shirts and drawers. More machinery will be added at once.—*Almonte Gazette*.

The ninth annual meeting of the shareholders of the Dominion Type-Founding Company was held at the Foundry, Chenneville-street, Montreal, on May 23rd. The President, Mr. Alex. Murray, occupied the chair, and submitted the annual report and financial statements, which were considered very satisfactory. The election of directors was then proceeded with, and resulted in the re-election of the old Board:—A. Murray, President; R. G. Starke, Vice-President; Alex. Buntin, Hon. Thos. Ryan, D. J. Rees, James Simpson and S. J. MacDonell, of Toronto. A vote of thanks was unanimously passed to the directors for their services the past year.

The first meeting of the shareholders of the Cochrane Manufacturing Company (limited) was held at St. Thomas, on Saturday afternoon, May 20th, at the office of Mr. Colin Macdougall, when the following gentlemen were elected officers of the company: President and Gen. Manager, Adam Cochrane; Vice-President and Financial Manager, Jos. McAdam. Directors: John Haggart, Brampton; R. Cochrane, Brampton; J. McCausland, City; A. McLachlin, City; Dr. VanBuskirk, City; A. F. Howland, City; John Gillis, Yarmouth; E. G. Schooley, Yarmouth; W. Jackson, City; Colin Macdougall, City; J. Griffin, City. Bankers: Molson's Bank. Solicitor: Colin Macdougall. Auditors: Geo. Suffer and John Baird.

The woollen mill at Oxford, N.S., failed to supply the demand for their goods, and additions to the buildings have been made. The three flats at present occupied respectively by the carding machines, spinning jacks and looms, are to be extended to the length of 164 feet. A brick engine house has been built to accommodate a new engine of about 120 h.p. The ponderous fly-wheel of six tons in weight has just been placed in position, and will drive the whole machinery of the mill. The space occupied by the old engine will be filled with looms. There is already on hand or to arrive at once a large amount of the most improved machinery, including new automatic jacks of twice the capacity of any others in the Province. About \$40,000 has been added to the capital stock of the company, it is said, most of which is being laid out in improvements. The mill is expected soon to double its former rate of manufacture—200 yards per diem.

Messrs. W. C. Archibald & Co., manufacturers of the Acadia Seamless Hosiery, have called an order to England for eight thousand pounds of colored wools and merino yarns for their manufacture. This is, we believe, a new venture in Dominion knitting factories, and will greatly enlarge the range of their production. During the month of April they have procured an entire new set of forms on which their merino and wools are being made. The samples shown us are attractive, and are well-slated goods. There is a rapid improvement in the quality and style of this hosiery. The enterprising proprietors have decided to box in half-dozen their entire production for the coming season. They have brought a box-maker to Halifax, who has now some half-dozen hands turning out these boxes for them. This industry is evidently being superinduced by the N. P.—*Halifax Mail*.

The annual meeting of the St. Croix Cotton Mill has been held in the company's offices, Milltown, yesterday, James Murchie, Esq., President, in the chair, and E. H. Balkam, Esq., acting as Secretary. About thirty stockholders, representing the majority of stock, were present. Mr. Dexter made a brief statement of the construction of the building, operations and importation of machinery, thus far, and the expense involved, which was highly satisfactory to the meeting. A dye house had already been constructed, contracts had been made for 29,000 spindles, but the capacity of the mill was equal to 40,000, all of which would ultimately be placed in the mill. The present structure for water-power was large enough to cover 80,000 spindles. The Secretary's report and the minutes of the Directors were read and approved. Directors for the ensuing year were elected as follows:—James Murchie, A. D. Lockwood, C. D. Owen, L. Dexter, and L. G. Downes.—*St. Croix Courier*.

The Kingston *Whig* has the following from Deseronto, formerly Mill Point. The P. & Q. R. Co. are extending their line at Deseronto eastward to Unger's Island, along the bay shore. We understand the company intend to start some new industries at the terminus. The company entered into an agreement with the G. T. R. Co. to furnish 200 car-loads of freight the first year, but this contract has been already filled. The above amount was furnished in less than three months, a really encouraging fact to the stockholders of the road. The cedar mill at Deseronto will be a gigantic structure when completed. The building is 80x100 feet, part of it being two storeys in height. On the upper flat there are two saws for the manufacture of ties and field posts. The lower flat will be principally used for cutting large timber and shingle bolts. Adjoining this building is the shingle mill, which is being supplied with two double and two single machines, and has a capacity of about 75,000 per day. It will be in operation by the first of June.

We understand that it is the intention of our enterprising townsman, Hon. John Stevenson, to further increase the output of his piano factory in Kingston, and he has asked the City Council for a remission from taxes for a term of ten years. The following is from a Kingston exchange: "Recently Stevenson & Co. applied to the City Council for a continuation of their present exemption from or modification of taxation for another ten years. They also intimated that if their request were granted they intend to increase the manufacturing capacity of their establishment. To-day a visit was made to the factory, and the fact learned that the addition spoken of will be four storeys high, stone, in size 80x96. It will face on Ontario street. The new building will cover over the present kiln, boiler, and engine-house, and in it there can be employed about twenty-five additional hands. Three or four more pianos per week can also be made. A fine steam elevator will be placed in the building. There are at present employed in the factory ninety-five men, who turn out ten pianos a week. The demand for instruments is such that the company cannot keep up in their orders. The extension of the business depends largely upon the action of the City Council in regard to their petition.—*Napanee Beaver*.

The Lindsay *Warder* says that Mr. McKay is as busy as a nailer superintending the vast improvements that are being made at the paper mill there. Until now it was hardly possible to get a correct idea of the nature and extent of the work of renovating and preparing the old building for the machinery that will be placed in it. The Company appears to have given instructions to have everything done in the most thorough manner. Outside, the building has not changed very much in appearance, but on going inside no one would recognize the old paper mill. The powerful engine has been overhauled by Mr. Makins and looks in as good trim as a new one. Four solid stone piers have been erected for the four beating engines, and two stone piers, each eighty feet long, have been built in the south wing on which the new paper machine will be placed. This machine is eighty feet in length, and for its accommodation an extension of 35 feet to the south wing has had to be made. The paper machine will be of the best make and has already been ordered from the manufacturers. It will make all kinds of paper except writing, and it is even possible by using different stock to manufacture three kinds at once; it will be run by a new 30 horse power engine; a canal is being constructed from the well inside the building to the river for the water supply. The machinery will not arrive in time to begin manufacturing before August. Besides the improvements mentioned, the building will be painted both inside and out, roof included.

Work at the foundation at the Moncton cotton factory buildings will be commenced in a fortnight. The land was all secured some time ago, and the heavy timbers required in the construction of the buildings obtained during the winter, and a part of them now on the site. The plans and specifications are all ready. Yesterday Mr. Archibald, engineer of the I. C. R., laid off the ground for the new siding that is to connect the branch track with the cotton factory grounds, and things will commence to "hum" very soon now. The work will be proceeded with with all possible speed, and it is the intention to have the factory in full operation next fall. The directorate have secured a portion of the bricks necessary for immediate use from Lee Bros., of St. John, which will keep the work going till the local brick yards are able to get into operation, last year's make being sold up pretty close. Enough bricks have been secured from abroad to run the wall up about 16 feet. Contracts for stone have also been let, a portion from the quarries at Hillboro, and a portion to be obtained at Berry's Mills or beyond. Should the Government subsidy for the Harbor Improvements at Hall's Creek be obtained this year, that work will go on immediately, and give employment to a large amount of labor. It is estimated that the work, if commenced, would be finished in five months, giving steady employment during that time to 300 men. The effect of such a work would be good, and the dock is looked upon as the most beneficial enterprise yet contemplated in our town. The Government engineers say the work can be constructed at a minimum cost, and in view of its cheapness, it is strange it was not undertaken years before, especially in view of the fact that it was agitated nearly half a century ago.—*Moncton Times*.

A largely attended meeting was held recently at the residence of Count DeBury, Portland, for the purpose of organizing a company for the manufacture of woollen yarns, underclothing, &c. Count DeBury and A. L. Kerr, Esq., who have lately returned from visiting factories of a similar kind to the one projected, addressed the meeting, and exhibited samples of the goods to be manufactured, the meeting receiving their reports in the most enthusiastic manner. It was decided to at once organize the company and prosecute the enterprise with all possible speed and vigor, and the meeting went into committee, with Mr. Jas. DeWolfe Spurr as chairman, when, after discussion, it was arranged that the capital stock of the company should be \$50,000, 20 per cent. to be paid on allotment, and the rest 20 per cent. at a time until the whole stock be paid up. More than \$30,000 was subscribed for on the spot, and the following gentlemen elected as officers of the company:—President, Count DeBury; Managing Director, Mr. A. L. Kerr; Directors, Messrs J. DeWolfe Spurr, W. W. Clarke, Jas. Shaw, Andrew Myles and Alex. Barnhill. The secretary and treasurer have not yet been appointed. The style of the company will be "The New Brunswick Merino Company," and it has been organized for the manufacture and sale of wool yarns, shirts, drawers, Cardigan jackets, etc. The factory will be the first one erected in the Maritime Provinces for the production of goods of this class. A most eligible site for the works has been secured, the lot being 250x150 feet, situated on the brook which crosses Adelaide Road, where the water will be most valuable for scouring purposes. The application for the charter under the Provincial Act goes up to-day, and tenders for the erection of a brick building, 120x60 feet, and other necessary plant, will be at once invited. The utmost exertions will be made to push forward the work, and it is confidently expected that the establishment will be in full running order in three months at furthest. The most sanguine anticipations are indulged in by all concerned as to the success of the undertaking. The stock lists are open at the office of Mr. W. Watson Allen, Prince William-street, Solicitor to the company.—*St. John Sun*.

## W. & F. P. CURRIE & Co.,

100 GREY HUN STREET, MONTREAL.

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DRAIN PIPES, VENT LININGS,

FLUE COVERS, FIRE BRICKS,

FIRE CLAY, PORTLAND CEMENT,

ROMAN CEMENT, WATER LINE,

PLASTER OF PARIS, &c.

## The Iron Trade.

### PITTSBURGH.

A THREATENED STRIKE, AND ITS PROSPECTS—COMPARISONS OF IRON-WORKERS' WAGES—COLLIERS ON STRIKE—COLORED COLLIERS TAKING THEIR PLACES—QUOTATIONS.

(From Our Own Correspondent.)

PITTSBURGH, May 22, 1882.

The all-important question of the attitude of the rolling mill employes in respect of wages, continues to engage public attention. It will be remembered that a few weeks ago this numerous class of the bone and sinew of Pittsburgh made a demand for a general advance in wages, that a conference was held upon this subject between them and the manufacturers, that no agreement was come to, and that the date of a second conference was postponed by the workers till the 22nd inst. In the meantime, on Saturday afternoon last, one of the largest delegate meetings ever held by the Amalgamated Association of Iron and Steel Workers convened in Schiller Hall, this city. There are sixty "lodges" in this "district" (the first), and every lodge was represented by three (3) delegates. The meeting lasted four hours, and after a full and free discussion it was decided to withdraw all former propositions, and to demand an increase only for puddling, for muck rolling, and for scrapping on a sand bottom—which is an increase on puddling from \$5.50 per ton to \$6.00, an increase on muck rolling 68¢ per ton to 75c., and an increase on sand-bottom scrapping from \$2.20 to \$2.75. This demand is much more moderate than the original one, but whether or not the manufacturers will grant it, it cannot at present be even surmised. If they do, it will be very unwillingly, as the condition of trade is not such as to warrant any increase in the cost of production. But whatever is done must be done quickly, as the 1st day of June is the date when the wages scales are signed (if signed at all) for the ensuing year. Previous to two years ago the lowest notch in the puddlers' wages scale was \$5.00; two years ago they forced it up to \$5.50, and now, as stated, they want to raise it to \$6.00. In England a puddler's lowest pay is 7s. 6d. (\$1.80) per ton. Quite a difference.

The colliers at the mines along the "Panhandle" Railroad are still on strike, having now been out since the 1st of April, against a reduction from 4c. per bushel to 3½c. A number of colored miners have been brought from Ohio, and still others are coming. The miners issued a very "touching" appeal to the "darkies" when they first came, reminding them, among other things, of how they (the miners) had "fought and bled," during the late war to set them free. This caused a few of the colored brethren to relent, and they went back to Ohio, (they originally came from "Old Virginny"), but the most of them were appeal-proof, and are digging away, having brought with them their wives, children, banjos and a preacher. As their employer (Col. Bond) was also in the Union army, he likewise told his new men how much he had done for their race. Altogether, the whole affair has been very funny from a disinterested standpoint. The striking miners have been well under the control of their leaders, and have committed no excesses; but there is no telling what they may do before the end is reached.

Prices of iron and nails and steel rails are still declining, with no improvement in demand. *Pig Iron*.—Neutral mill, native ore, \$24 to \$24.50; Cinder-mixed, R. S., \$24.50 to \$25; All-ore, mill, \$26 to \$27; Bessemer, \$28; No. 1 foundry, \$26.50 to \$27; No. 2 foundry, \$25.50 to \$26—all 4 mos. *Manufactured Iron*.—Bar, \$2.50; 24 sheet, \$4.30; tank, \$3.80; C. H. No. 1 boiler plate, 5½c; homogeneous steel do., 6½c; hoop iron for common barrel hoops, \$3.10 to \$3.30; lighter sizes, \$3.20 to \$5.10—all 60 days, or 2 per cent off for case. These are card rates, but manufacturers whose order-books are pretty well cleared off have accepted orders at from one-tenth to two-tenths of a cent below the card. *Nails*.—The card is unchanged at \$3.40, 60 days, or 2 per cent off for cash; but no one ever gets this price any more. \$3.00 cash, will buy nails in carload lots. *Mould Iron Pipes and Tubes*.—Discounts on gas and steam pipe, 65 @ 67½ per cent; on boiler tubes, 42½ @ 45 per cent; net prices of oil well casing, 67½ @ 70 cents per foot; do.

oil-well tubing, 18 @ 20c. *Steel*.—Orders still come forward very slowly, but prices are maintained; best quality refined cast steel, 12c. per pound; machinery steel-cruible, 8c.; Bessemer and open-hearth, 5c. *Steel Rails* have declined to \$50.00 @ \$53.00 per ton, on cars at works. *Railway Track Supplies*.—Demand exceedingly light, and prices lower. Spikes, 3c., 30 days; splice-bars, \$3.40., cash, f. o. b. Pittsburgh; track-bolts, 3½c. @ 3¾c., for square nut, and 3¾c. @ 4c. for hexagon, cash f. o. b. Pittsburgh. *Old Rails* are also lower. Tees, \$28 per gross ton; double-Beads' \$30 @ \$30.50c. *Scrap Iron*.—No. 1 wrought, \$28 per net ton; old car axles, \$35 per net ton; cast borings, \$15 @ 16 per gross ton old car-wheels, \$26 @ \$28 per gross ton. There is scarcely anything doing in scrap. *Window Glass*.—The discount on double strength remains 60 and 20 per cent. and on single strength 60 and 10 per cent. *White Lead*.—Manufacturers are hard pressed with orders; prices unchanged at 7c. @ 7½c. per pound, in kegs. *Lamp Oil*.—Unchanged; raw, 59c. per gallon, by the barrel; boiled, 62c. *Conn'sville Coke*.—Furnace orders, \$1.65 per net ton, on cars at the ovens; foundry orders, \$1.75 @ 2.00. The weekly product is 70 000 net tons, which is about equal to the demand.

### PHILADELPHIA.

THE PUDDLERS' ULTIMATUM—THE IRON SITUATION REVIEWED—BESSEMER IRON AND OLD RAILS' IMPORTS—STEEL RAILS—SPECULATIVE INFLUENCES—CASTLE GARDEN—THE P. R. R.—THE MINES, ELECTRIC LIGHTS—BUILDING OPERATIONS—WALL ST.—THE TARIFF COMMISSION.

(From Our Own Correspondent.)

PHILADELPHIA, May 23, 1882.

The ultimatum of the Pittsburgh iron workers, submitted at Monday's conference, was heard of here with much regret. A different course of action was expected. It was hoped declining prices would have their influence. The strike comes June 1st, if not averted meantime. Private telegrams were received here yesterday and to-day, declaring it to be the fixed purpose of the manufacturers to fight any advance. Eastern manufacturers look to Pittsburgh to fight this battle. Puddling here at the reduction to 2 6-10, and for bar iron is \$4.75, or 75 cents less than at Pittsburgh. An advance of 50 cents there will very probably be followed by an effort to advance wages here. If the workmen should gain there, strikes or concessions would follow east and west; hence the deep interest felt in all quarters.

The selling price of merchant iron was reduced last week from 2 8-10c. to 2 6-10c. Since then a further decline has been forced in some cases. Iron has been sold here as low as 2 5., to meet Western competition, which always has been, and perhaps always will be, a great bugbear. Our Eastern mills are running along smoothly enough, but on current orders only, as buyers are looking for lower prices. Just what is ahead of us it is hard to say. A strike in Western Pennsylvania will bring higher prices, even discounting some decline in pig, because that is now selling near the cost of production. Mill order books are pretty clear, and new orders are not sent in for summer delivery. Everything is mixed up. People here hardly believe Labor intends to precipitate such a conflict as is threatened. Were wages lower, there would be more justification than there is.

The blast furnace industry is in a healthy condition. Prices are still on the down grade. For instance, there is no trouble in getting all gray forge iron wanted, at \$21.50 at furnace. A short time ago the same brands were worth \$22.50, but with a decline of \$5 per ton on the finished product, and only ten cents decline in puddling, the manufacturers are at a disadvantage. No. 1 Foundry Iron is selling at \$25 to \$27; no. 2—\$23.50 to \$24, delivered. Considerable business was transacted during the ten days past, and unless Monday's business at Pittsburgh proves to have an unsettling effect, much more will be sold. Close inquiry establishes the fact that very little iron is being stocked, and that the stuff staying on furnace banks is poorer grade. A sharp demand is kept up for the finer brands, and sellers report no difficulty in getting good prices.

Bessemer iron is quiet. Within two weeks thirty thousand tons were ordered for summer delivery which were heard of, besides perhaps

more not traced up. Quotations run from \$23 for late delivery in round lots to \$24.50 for small spot lots.

Large arrivals of pig iron continue to crowd in. Last week's arrivals from New York were ten thousand tons; Philadelphia arrivals, 3,500 tons, besides large lots of other kinds of iron, old rails, scrap and ore. In one week over 30,000 tons of iron were unloaded at these two ports, and that at a time when prices are declining and demand falling off. Any farther advance means increased importations. The same results under a declining foreign market.

The situation is a delicate one. Neither manufacturers nor buyers know what to do. Consumers have no stocks, but large amounts of work for which iron is needed. If there is a strike they must pay higher prices for iron or let their work stand.

Structural iron is in steady demand and at firm prices. Angles are 3c.; ties, 3½c.; beams, 4c.; channels, 4 2-10c., subject, of course, to small concessions on large orders. Railroad companies are pushing bridge work very energetically, and from authentic sources of information there will be sufficient work to employ capacity to the utmost. Plate iron is less active, and no summer orders are arriving, but this lull is properly attributed to recent disturbing influences.

Steel rails have recovered somewhat. Sales were made at \$17.50, and even lower figures were quoted as the basis of business, but after investigation it appears that second-hand lots and forced sales of foreign consignments had much to do with the low quotations. It is doubtful if orders could be placed under \$50, unless some unusually attractive considerations were presented. Small lots of light sections have been ordered freely, at \$52 to \$55. Iron rails are very seldom asked for, and are quoted nominally at \$45 heavy sections, and \$50 for light weights.

Old rails are fluctuating. Several buyers are in the market, and business is being transacted in foreign ties on a basis of \$26 on cars. This price is attracting buyers, and a possible advance is hurrying negotiations. Last week's receipts were 3,000 pieces old rails, 400 tons old R.R. iron, and 1,940 old rails.

Speculative influences are watching the market. One point is here. If Pittsburgh concedes the price, and like concessions follow where like demands are made, iron will drop in price, because productive capacity is beyond present consumptive capacity but not beyond the capacity which will be presented in the event of an abundant crop and a reviving export trade. Those who argue concessions to labor and a heavy crop, are preparing to push in orders for summer and fall requirements in view of the resulting hardening of prices. This is their logic at least, be it good or bad.

The situation in New York is quiet. The Iron and Metal Exchange has formally opened at 69 Wall street, and business is transacted. Nearly 300 have enrolled their names as members.

The deluge at Castle Garden continues. Last week's arrivals were nearly 26,000. This week will fall very little if any short. Employment is readily found for all. The skilled labor especially is assimilated easily to our industrial society. Train loads depart daily.

The Pennsylvania R. R. Co. have reduced their labor force sufficiently to save \$1,500,000, for the double purpose of saving money and intimidating movements looking to an advance of wages. The Cumberland miners have been informed that if they do not begin work by Friday, negroes will take their place. The companies expect the importation of one or two hundred negroes will break the strike. Drought in summertime has stopped several of our anthracite collieries. An immense reservoir to hold 100,000,000 gallons of water is being erected at Mahanoy to supply the collieries if needed. The Pennsylvania coal output this year will be greatly increased, provided demand allows. Six more days of restriction has been ordered by the coal kings.

Philadelphia will soon have electric lights, and probably have gas made by private corporations at a great reduction over present expensive method. An ordinance has been passed at the instance of electric light companies, regulating the introduction and use of electric lighting. Edison's lights are going into business houses rapidly. A Maxine company has been organized and will light up a certain section of the city and the business houses with their light. Besides these strides another one is in progress. A company has been formed with New York and Philadelphia capital, which will store electric energy when generated, so that it can be carried about and used *ad libitum*. The system of storing energy is to be applied to tramway cars, and to

locomotives, and in fact anywhere where motive power is required. Truly this is an age of wonder. The wonders have existed from all eternity. We are only discovering them and applying them to our use and advantage.

Large enterprises are the order of the day even where the sky is filled with little clouds. New York and Mauch Chunk capitalists purchased recently 7000 acres of coal land covering one hundred millions tons of coal in the Mahanoy valley. Six large collieries will be immediately entered and developments made.

Building operations in this city and New York have expanded to almost the proportions contemplated when the strike was inaugurated a few weeks ago. Builders are pushing ahead. Nearly five hundred permits were granted last month here. Manufacturing establishments are being erected through twenty miles of our immense suburbs.

Wall-street has its eye on the grain fields of the west. Vast enterprises rest on the magnitude of the coming crop. Capital is abundant, apparently, but the great piles have been invested and now await returns. Investors are more cautious. The impression is out that railroad building should rest awhile. Favorite investments are in coal lands, north and south. Contracts have been closed for the erection of a half dozen first-class blast furnaces in the south. Considerable capital is seeking employment there in coal mines and ore mines. Three or four young manufacturing centres are springing up in Virginia, one in Roanoke.

This week we expect to know in whose hands our tariff interests are placed. Friends of the Commission apprehend the results will be of a conciliatory character. The spirit of concession, of compromise, will influence and actuate the Commissioners. It is to be hoped that the results will show otherwise. The broad underlying principles of political economy, affecting the growth and development of a people should be thoroughly understood, and should not be a matter of scholastic or demagogue's disputation as they now are and have been for three generations.

## MONTREAL.

SUPPLIES REPLENISHED—RISE IN FREIGHT RATES—FALL IN BAR IRON—TIN PLATES QUIET.

(From Our Own Correspondent.)

MONTREAL, May 23rd, 1882.

The iron market has ruled quiet since our last, and now that supplies on spot have been replenished the full rates formerly obtained are no longer realized. Sales are reported of 1200 tons in different lots, comprising Coltuces, Gartsherrie and Summerlee, at \$22.00 to \$22.50 on dock, although some holders of Coltness refuse to sell under \$23.00. Those buyers who have been waiting for lower rates have not yet been able to get them, and it is the opinion of prominent men in the trade here that there will be no change until the new grain crops commence to move, which will draw more tonnage to this side. Freight from Glasgow to New York have moved up 2s. 6d. to 5s. per ton to 15s. Scotch Warrants have fluctuated between 47s. to 47s. 6d. Bar iron has tumbled to \$2.00 per cwt. during the past few days, and sales of Staffordshire Crown have been made at that figure, both on spot and to arrive. Tin plates are quiet and lower, sales of I. C. Charcoal having been made at \$5.25, and Cokes have been placed at \$4.30 to \$4.40 in round lots. Canada Plates have met with some inquiry, although at reduced rates, a round lot of Penn having been placed as low as \$3.10. Ingot copper is steady at 18½c. for English and Canadian brands. Ingot Tin is also steady under better advices from England, and business has been done at 25c. to 25½c. We quote prices as follows:—On spot, Coltness, \$22.00 to \$23.00; Siemens, \$23.00 to \$21.00; Summerlee, \$22.00 to \$22.50; Langloau, \$22.50 to \$23.00; Eglinton, \$20.50; Calder, \$20.50; Carubroc, \$20.50; Hematite, \$27.50 to \$28.00. Bar, per 100 lbs.—Siemens, \$2.25; Scotch and Staffordshire, \$2.00 to \$2.10; Best Staffordshire, \$2.00 to \$2.15; Swedes, \$4.00 to \$4.50; Norway, \$5.00; Lowmoor and Bowling, \$6.25 to \$6.50. Canada Plates, per box—Glamorgan & Budd, \$3.15 to \$3.25; Penn, \$3.15 to \$3.25; Nantgwylt, \$3.15 to \$3.20; Hatton, \$3.15; Thistle & Clifton, \$3.15. Tin Plates, per box—Charcoal, I. C., \$5.25 to \$5.75; Charcoal, I. X., \$7.25 to \$7.50;

Charcoal, D. C., \$5.25; Charcoal, D. X., \$7.25; Coke, I. C., \$4.30 to \$4.40; Tinned Sheets, No. 26. Charcoal, 10c. to 11c. Cookly K. or Bradley, 10c. to 11c.; do, Coke, 10c. to 10½c.; Galvanized Sheets, 28 best, 7c. to 7½c.; Hoops and Bands, per 100lbs., \$2.75 to \$3.00; Sheets, best brands, \$3.00; Boiler Plate, per 100 lbs., -Staffordshire \$3.00 to \$3.25; Bradley, \$4.50 to \$4.62½; do, Lowmoor and Bowling, \$7.00 to \$7.200; Russia Sheet Iron, per lb., 12½c. to 13c. Lead - Pig per 100 lbs., \$4.50 to \$4.75; Sheet, do., \$5.50; Bar, \$5.00 to \$5.50; Shot, do., \$6.00 to \$6.25. Steel—Cast, per lb., 11½c. to 12½c.; Spring, per 100 lbs., \$2.25 to \$3.50; Tire, do., \$3.25 to \$3.50; Sleigh Shoe, \$2.40 to \$2.60; Ingot Tin, 25c. to 26c.; Bar Tin, 30c. to 32c.; Ingot Copper, 18c. to 19c.; Zinc sheet, per 100 lbs., \$6.00 to \$6.50; Spelter, \$60.00 to \$6.00; Horse Shoes, per 100 lbs., \$4.25 to \$4.50; Proved Coil Cham, 2 in., \$5.50; Anchors, \$5.00 to \$5.50; Iron Wire, No. 6, per bdl., \$1.75 to \$1.80. Cut nails are quoted as follows, cash:—Hot Cut American or Canadian Patterns, 3 inch to 6 inch, \$2.70; 2½ in. to 2¾ in., \$2.95; 2 in. to 2½ in., \$3.20; 1½ in. to 1¾ in., American, \$3.45; 1¼ in., \$4.20; 1½ in. to 1¾ in. cold cut Canadian, \$3.20; 1½ in. ditto, \$3.70.

Window glass is firm, and prices are—7½×8½, 7×9, 8×10, 10×12, and 10×14, \$2.00 to \$2.10; 10×16 and 14×20, \$2.20 to \$2.30, 18×24, 2.40 to \$2.50.

**Wool.**

**PHILADELPHIA.**

MARKETS UNCERTAIN—WAITING FOR THE NEW CLIP—DELAY IN BUSINESS OPERATIONS BECAUSE OF THE BACKWARD SHEARING SEASON—GROWERS AND BUYERS HOLDING APART.

(From Our Own Correspondent.)

PHILADELPHIA, May 22, 1882.

All seaboard wool markets are firmer but only moderately active. The backward spring has delayed shearing in all the early sections, and very little of the new clip has yet come forward. Old stocks have been very much reduced, and the assortments now available to buyers are broken and, as a rule, unattractive. Best lots of both washed and unwashed fleeces are now confidently held and occasionally bring better prices. The condition of the goods market, however, is unsatisfactory, as consumption has been checked by unfavorable weather; and though leading mills are generally well employed, manufacturers regard the outlook with some distrust, and more cautiously in purchasing fresh supplies of the raw material. Their conservatism in this respect offsets the stimulating influence of light stocks of old wool, and the high views of country holders of the new clip. In California, Texas, Kentucky, Missouri, and all Southern and South-western points where shearing is in progress, buyers are met by a determination on the part of growers, not to sell at prices that, with commissions and freights added, could now be realized on the Eastern seaboard. Nevertheless, buyers are operating to a considerable extent in the belief that distributing markets will eventually respond to the advance. In this respect history annually repeats itself in the wool trade. For several years past, the bulk of the clip has been unloaded by growers during the early summer months, at prices that Eastern purchasers have tried in vain to realize with some margin of profit during the balance of the year. In Ohio, Penn., and other fine wool sections, shearing has not yet commenced, but growers talk very independently, and are likely to demand even higher rates than last year. Good X and NX fleeces are now selling in Boston and Philadelphia at 42c to 43c and occasionally at 44c. for choice lots. Canada combing wools are quoted at 40c to 42c.

**MONTREAL.**

FIRST SHIPMENTS TO BOSTON—CANADIAN WOOL MARKET VERY QUIET—BOSTON AND NEW YORK MARKETS IN BUYERS' FAVOR

(From Our Own Correspondent.)

MONTREAL, May 23rd, 1882

Last week the first shipment of wool for some time past was made from this city to the Boston market, amounting to 18,000 lbs, and valued at 22c. per lb. Apart from this, nothing particularly new has

transpired in this market during the past two weeks. Manufacturers have been taking a few small parcels of foreign wool to supply the wants of the moment, and have met with accommodating sellers at 18½c. to 20c for Cape, at 22½c. to 24c. for ordinary Australian, and at 28c. to 30c. for fine combing qualities. The market for Canadian wools is very quiet, and indeed stagnant, the lately reduced prices still ruling, Canada pulled A Super being quoted nominally at 31c to 32c, B Super at 29c to 30c, and unsorted pulled at 26c to 27c. Very little of the new clip has come forward, as farmers are holding in anticipation of an improvement. The Boston and New York markets are quiet, and values are in favor of the buying interest.

**Cotton.**

**PHILADELPHIA.**

A SLOW MARKET AND SLACK DEMAND—NO SPECULATION—PHILADELPHIA MANUFACTURERS CURTAILING PRODUCTION

(From Our Own Correspondent.)

PHILADELPHIA, May 20, 1882.

Demand for cotton has been running slow and careful, both on home and foreign account, and the lack of "outside" speculative interest has influenced a weaker feeling even among holders who have been most confident in their predictions of higher prices. The consequent unloading of "long" cotton by parties who have grown weary of carrying it on a dull market, has caused a sharp decline in options of this crop, with a sympathetic weakening in spot prices. The break in futures last week amounted to 26 to 28 points, and occurred in the face of a reduction in the world's visible supply to 2,635,503 bales against 2,813,678 bales for the same time last year, and at a time when the cold wet weather and reports of decreased acreage for the next crop might naturally have been expected to influence a better feeling in the market. But trade is dull. Philadelphia manufacturers have agreed to a 50 per cent. curtailment of production of coarse textiles which have recently accumulated in the hands of agents. High-class fabrics are still well sold up, and many of the New England corporation makes of wide sheetings, fine bleached goods, and colored cottons, are sold ahead, in part for export. Closing quotations for spot cotton compare as follows:—

	Middlings.	Low Middlings.	Middlings.	Low Middlings.
	the 100.	the 100.	the 100.	the 100.
New York	12½	11 13 16	12½	11 13-16
New Orleans	12	11½	12	11½
Mobile	11	11½	11	11½
Charleston	12 1 16	11½	12	11½
Savannah	11½	11	11½	11½
Galveston	12	11½	11½	11½
Wilmington	11½	11 5-16	11½	11½
Norfolk	11	11	11	11
Augusta	11	11 112	11	11½ @ 11½
Memphis	12	11½	11½	11½
St. Louis	11	11½	11½	11½
Cincinnati	11	11½	11½	11½
Baltimore	12 1 16	11½	12½	11½
Philadelphia	12½	11½	12½	12
Boston	12½	12	12½	12½
Liverpool	6 3d	—	6 3-16d	—

**Dry Goods.**

**NEW YORK.**

AN UNSATISFACTORY CONDITION OF THE MARKET—GENERAL SLOW MOVEMENT, PARTLY OWING TO THE BACKWARD SEASON—TONE OF THE MARKET FOR DOMESTIC AND FOREIGN GOODS.

(From Our Own Correspondent.)

NEW YORK, May 23, 1882.

The New York dry goods market is not in a satisfactory condition. At both first and second hands new business is exceedingly light, and in many lines transactions are almost entirely restricted to the filling of



back orders. This dullness is very largely the result of a cold and backward spring; but the increased cost of living, strikes, etc., have, by impairing the purchasing abilities of the masses, tended in no small degree to lessen the consumptive demand. Some improvement may possibly follow the advent of more reasonable weather; but the other unfavorable influences remain, and a late trade is usually an indifferent one. While the outlook for the future is not by any means discouraging, and with favourable crops considerable hopefulness might be indulged in, yet the situation will require very careful consideration, especially as the rapidly increasing capacity of our mills seeks employment and increases competition. In detail there are few changes to report. Production has been considerably curtailed of late, and labor troubles at present are less threatening than a few weeks ago. Messrs A. T. Stewart & Co. are rapidly closing out their business, having made sales amounting to over 4 millions within the past five weeks, in spite of the dullness of trade. The Chicago house is about closing and the wholesale department in this city will likely close next week.

In cotton goods there has been a steady distribution on back orders, but the new demand proved limited. Some goods are accumulating, though the most desirable fabrics are in very light supply with agents. Prices show no decided weakness, but concessions are easier to obtain than formerly. With jobbers, supplies are usually in good shape, and retailers at present appear to be carrying the heaviest burdens. The best makes of brown sheetings, drills, fine bleached goods, wide sheetings, ducks, denims, quilts, &c., are sold in advance of production, while the present inquiry is moderate at steady prices. Print cloths rule quiet, with prices declining under increased stocks and smaller demand. The present quotations are 3½c. for 64 x 64s and 3½c. for 56 x 60s. In prints there has been only a moderate business, the principal request being for choice fancies. Less irregularity is now apparent in gingham, prices of which have for some time past been very unsettled and lower. Competition has been active in these fabrics; the success attending their distribution a year ago having led to an overproduction this season; while, at the same time, they were obliged to compete with the more attractive, better, and cheaper British fabrics, of which large quantities have been imported and sold at a good profit.

The present demand for woollen goods is rather disappointing. As usual, the favorite styles and productions have done well and are sold ahead, but duplicate orders are few. The spring clothing trade has, also, been unsatisfactory, because of the unseasonable weather, and deliveries of heavy goods are being made slowly. In fact, clothiers show little anxiety in this respect, and not a few are attempting to elude the acceptance of their goods on various pretences. Collections, however, are reported as satisfactory; and, although several large clothing firms have withdrawn from business lately, yet there are comparatively few failures, which would indicate that the financial condition of the trade is sound, notwithstanding small profits and occasional losses. But few orders are being placed for fancy cassimeres, worsteds, or chevots, and the deliveries so far made are considerably below a year ago. Production, however, is smaller than at that time, and manufacturers are adopting a very conservative course, while values of all desirable makes of heavy woollens are well maintained. For the first time in several months Kentucky jeans show some improvement, but this was confined to the lower grades, which are somewhat easier in price. Dress and soaking flannels are well sold up, but remain quiet, the start usual at this season not having yet made its appearance. Carpets are moving more freely with jobbers and generally bring satisfactory prices at present. This is probably the most prosperous branch of the woollen goods industry.

Foreign goods have shown comparatively little animation with either importers or jobbers. The inquiry for silks is small and confined to specialties, while dress goods move slowly. Values are firm, partly in sympathy with foreign advices, otherwise the reverse might be true. The imports, which up to this time have been exceptionally heavy, are beginning to diminish; and, should the course of prices continue to rise in Europe and fall here, a further reduction of imports will be inevitable. In linens, white goods, and embroideries there was only a limited business. Lace continues in fair request, hosiery sells moderately, and fabric gloves bring indifferent prices.

## Leather.

### MONTREAL.

MARKET GENERALLY QUIET—IMPROVED DEMAND FOR PLUMP SPANISH AND SLAUGHTER SOLE—LARGE SALE OF QUEBEC SPLITS.

(From Our Own Correspondent.)

MONTREAL, May 23rd, 1882.

The leather market is characterized by a generally quiet tone, the only feature of interest being a slightly improved demand for plump Spanish and slaughter sole, but there is no improvement in prices, sales of No. 1 B. A. sole having transpired at 25c., about 1,000 sides of choice slaughter sole at 27½c. to 28c., and 500 sides of best China at 23c. In black leather there has been a very dull market since our last report, and values have ruled decidedly in favor of buyers. Waxed upper has moved off slowly, and where sales of round lots have occurred they have invariably been at cut prices. Several sales of heavy upper have been reported on p.t., which means lower prices. A lot of 350 sides of choice light upper was placed at 36½c., and a smaller lot at 37c. A poor outlook still obtains for splits, which sell at pretty low figures, owing to weak holders having been compelled to realize. Stocks are still large, and considerably in excess of the demand. A lot of Quebec splits, amounting to about ten tons, was sold at 20c., and a lot of juniors at 18½c., while smaller lots of choice have commanded 22c. and 24c. Buff has met with some inquiry, and sales are reported at the wide range of 12½c. to 15c. as to quality. Pebbled is very quiet, as is enamelled cow. There has been some trading in rough leather below, but the figures were not made public. We quote prices as follows:—No. 1 Hemlock Spanish Sole, 25c. to 26c.; No. 2 ditto, 22c. to 23½c.; Buffalo sole, No. 1, 21½c. to 23c.; No. 2 ditto, 20c. to 21½c.; Hemlock Slaughter, 26½c. to 28½c.; Harness, 28c. to 32c.; Waxed Upper (light), 34c. to 38c.; Waxed Upper, medium and heavy, 30c. to 34c.; Grained Upper (long), 34c. to 38c.; Scotch Grained Upper, 37c. to 40c.; Buff, 13c. to 16c.; Pebbled Cow, 12c. to 15c.; Splits, calf, per lb., 30c. to 35c.; Splits, medium, Crimping, 27c. to 30c.; Splits, Juniors, \$0.18 to \$0.25; Calfskin (light), \$0.60 to \$0.75; Calfskin (heavy), \$0.75 to \$0.85; French Calfskin, \$1.05 to \$1.35; French Kid, \$15.75 to \$16.50; English Kid, \$0.60 to \$0.70; Busses Kid, \$15.50 to \$16.50; Patent Cow, \$0.15 to \$0.16; Enamelled Cow, \$0.14 to \$0.18; Green Hides, inspected, \$9.00; Calfskins, per lb., \$0.14 to \$0.15; Sheepskins, \$1.45 to \$1.75; Lambskins (spring), \$0.25 to \$0.30; Sheepskins, dressed, No. 1, \$5 to \$5.75; Sheepskins, dressed, X, \$6 to \$6.75; Sheepskins, dressed, XX, \$7 to \$7.75; Sheepskins, dressed, XXX, \$8 to \$8.75; Sheepskins, dressed, XXXX, \$9 to \$9.75; Sheepskins dressed, XXXXX, \$10 to \$10.50.

## Selections.

A special despatch from Canton, Ohio, says that Mr. S. V. Essick, of Alliance, this county, has invented and patented an instrument which bids fair to revolutionize telegraphy. The invention consists of an automatic telegraphic transmitter, which in its appearance and operation resembles the modern type-writer. The Morse transmitter now in general use, as is generally known, requires one impulse of the finger and hand on the single key of the instrument for each dot and dash of the "Morse alphabet," and eighty-two impulses are required for the representation or "making" of the twenty-six letters of the alphabet. The new transmitter requires, like the type-writer, but one impulse for each letter of the alphabet. The message may be "taken" by sound or paper when transmitted by the new instrument, although the operator can send so fast, though not at the maximum speed of the instrument, that the ear cannot discriminate between the sounds, and taking by

sound is impossible because of rapidity of succession of the alphabetic sound. To remedy this, or rather profit by this speed in transmission, a "receiver" has been invented and patented by the same gentleman, which takes the message at the destination and writes it out in type-writer style. The inventions have been tested on the wires of the Pittsburg, Fort Wayne, and Chicago Railroad, and it is expected from the success of the trials that one wire fitted with the new transmitter and receiver will do the work of three with the old style in present use, while the liability of error in transmission is very much lessened.

A recent despatch says that the immigration season at South Quebec has opened with more than usual activity. Owing to the steamships being detained by the ice a number of immigrants had to come up by rail. Train after train landed hundreds of immigrants at Levis, while the steamers which had made their way up added their quota. In four days over 3,000 intending settlers had arrived. The scene, to an unaccustomed spectator, was both novel and interesting. All sorts of nationalities were represented, Norwegians, Scotch, English, Irish, Italians, etc. The majority of the arrivals belong to the

farming class. The greater number, having the Manitoba fever, are bound west, but a number were settlers for Ontario and the Eastern townships. The passengers looked none the worse for their long trip, and their appetites were certainly not impaired. One lot consumed fifteen hams, three hind quarters of beef, two huge cheeses, and ninety loaves.

Recently, Walter B Whiting and Nicholas Decker arrived at New York on the steamship Labrador from Havre. They brought eighteen boxes of stored electricity. Lamps which they supplied were lighted in Havre, and kept burning during the entire voyage. The engine-room was entirely lighted by them. The lamps are very small, one of them used in the state room being only five candle power. The lights were not affected by the motion of the ship at sea.

*To keep Machinery from rusting.*—Take half an ounce of camphor, dissolve in one pound of melted lard, take off the scum and mix in as much fine black lead as will give it an iron color. Clean the machinery and smear with this mixture. After twenty-four hours rub clean with a soft linen cloth. It will keep clean for months under ordinary circumstances.

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The Farmers of Canada have long felt the need of a practical machine that would thresh their barley, and at the same time remove the beards from it, thus making it in first-class condition for market. Several different machines have been made and tried for that particular work, but have failed, because they were not practical machines. THE SENDALL AND RICHARDS' MACHINE is a complete success. It has been in use for two years in the western part of New York State, giving unbounded satisfaction to every one using it. Two machines were introduced into Canada during the past year, which were exhibited at the Provincial Fair at London, and the Central Fair at Hamilton. They were pronounced by practical machine men and farmers who saw them a decided success. Three or four of the leading manufacturers of Ontario are now manufacturing the Bearder, and others are invited to correspond with the owners with a view to the manufacture and sale of the machine.

Descriptive Circulars furnished on application.

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Leave Toronto	7.35 a.m.	Leave Halifax	2.45 p.m.
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" Quebec	2.10 a.m. next day.	Arrive Quebec	8.20 p.m. next day.
Arrive St. John, N.B.	7.30 a.m. day after.	" Montreal	6.00 a.m. day after.
" Halifax	12.40 p.m. day after.	" Toronto	11.15 p.m. day after.

The Pullman cars which leave Montreal on Monday, Wednesday, and Friday run through to Halifax with no change, and those which leave Montreal on Tuesday, Thursday, and Saturday, run through to St. John, N.B., without change.

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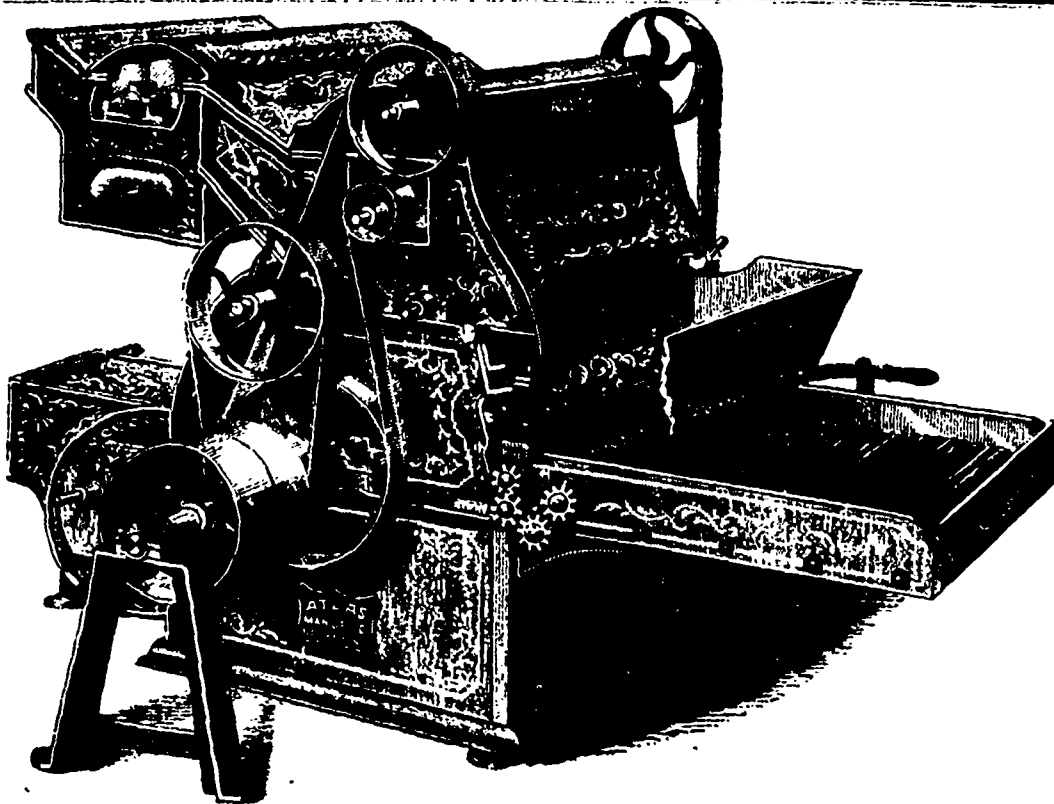
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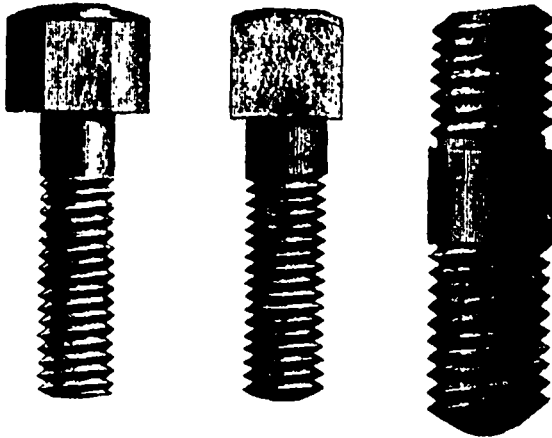
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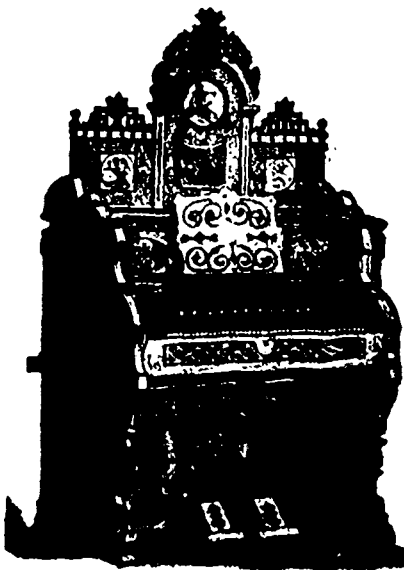
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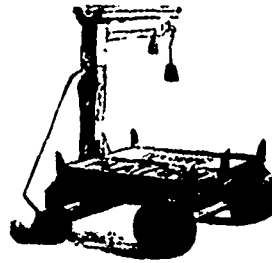
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