

981

THE CANADIAN

JOURNAL OF COMMERCE

FINANCE AND INSURANCE REVIEW.

Vol. 55. No 10. }
NEW SERIES.

MONTREAL, FRIDAY, SEPTEMBER 5, 1902.

} M. S. FOLEY,
EDITOR AND PROPRIETOR

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7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30

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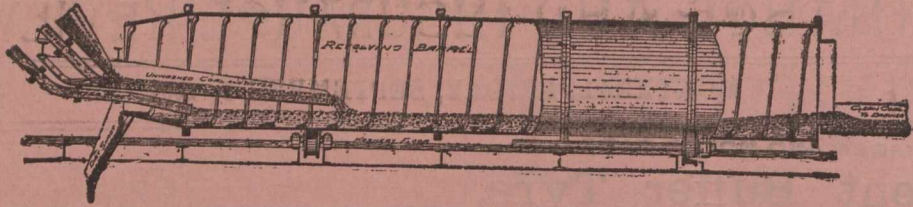
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Capacity of each Ma-
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9816

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MONTREAL, FRIDAY, SEPTEMBER 5, 1902.

M. S. FOLEY,
EDITOR AND PROPRIETOR

McINTYRE SON & Co.,

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paper and the Royal Bank of Canada.

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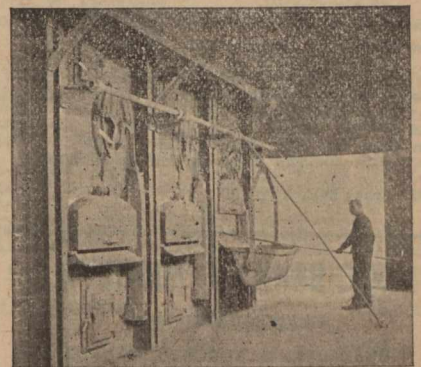
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Easy Terms. Produces also Grapes, Pears,
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INC. 1895.



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Capital (all paid up) \$12,000,000.00
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 " Point St. Charles Branch.
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 " National Bank of Commerce in N.Y.
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 San Francisco—The First National Bank.
 " The Anglo-Californian Bank.

Montreal, 30th April, 1902.

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INCORPORATED 1855.

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Secretary A. G. Wallis.

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J. ELMSLY, Inspector.

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Ireland—Provincial Bank of Ireland, Limited, and branches; National Bank, Limited, and branches.

Australia—Union Bank of Australia.

New Zealand—Union Bank of Australia.

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Four and One Half Per Cent. (4½%)

upon the capital stock has been declared for the current half year, and that the same will be payable at the office of the Bank, in Montreal, and at the Branches, on and after the

First Day of October next.

The transfer books will be closed from the

17th to 30th September,

Both days inclusive.

THE ANNUAL GENERAL MEETING

of the shareholders of the Bank will be held at its banking house, in this city, on MONDAY, the 20th of OCTOBER next, at three o'clock in the afternoon.

By order of the Board,

JAMES ELLIOT,

General Manager,

Montreal.

The Chartered Banks.

THE ROYAL BANK OF CANADA.

Capital Paid-up, - - - - \$2,000,000
 Reserve Fund, - - - - 1,700,000

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Incorporated 1836.

St. Stephen, N.B.

Capital, - - - - \$200,000
 Reserve, - - - - 45,000

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 Capital Paid-up, - - - - 418,000
 Reserve, - - - - 150,000

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 Reserve, - - - - 425,000.00
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The Chartered Banks.

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Paid-up Capital, - - - \$8,000,000
Res. - - - 2,000,000

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America—British Bank of South America, London
and Brazilian Bank. India, China and Japan—
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Africa—Standard Bank of South Africa, Limited,
Bank of Africa, Limited, Australia & New Zea-
land—Union Bank of Australia, Limited; Bank
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Traders Bank of Canada

(Incorporated by Act of Parliament 1885).
Capital Paid Up, .. . 1,350,000
Reserve Fund, .. . 350,000

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Capital Paid-up, - 1,967,000
Reserve Fund, - 950,000

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Trust and Savings Bank, Chicago. The Clydesdale
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RESERVE FUND.....1,600,000

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Hamilton, Pilot Mound,
Barton St Man.

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National Bk. and Hanover National Bk. Bos-
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Bank, Chicago—Union National Bank, Detroit—
Detroit National Bank, Kansas City—National
Bank of Commerce, St. Louis—National Bank
of Commerce.

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Capital, \$2,500,000 | Reserve Fund, \$2,500,000

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cor. Queen; Spadina Ave. cor. College St.; Sher-
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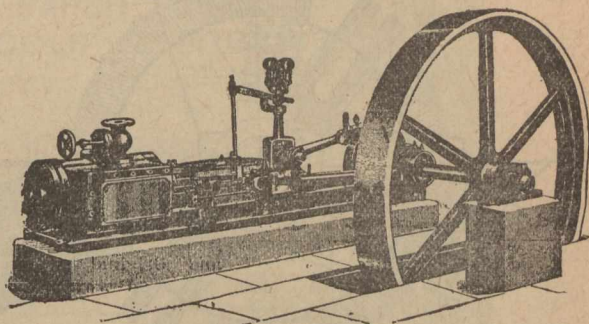
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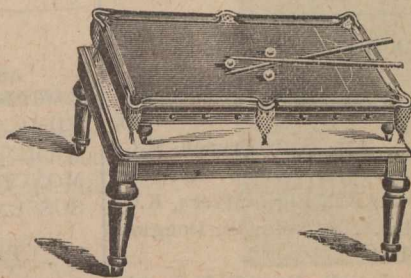


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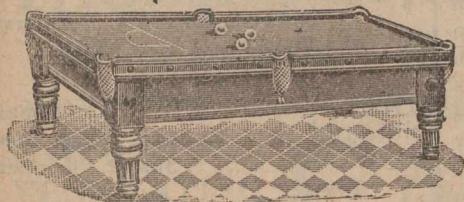
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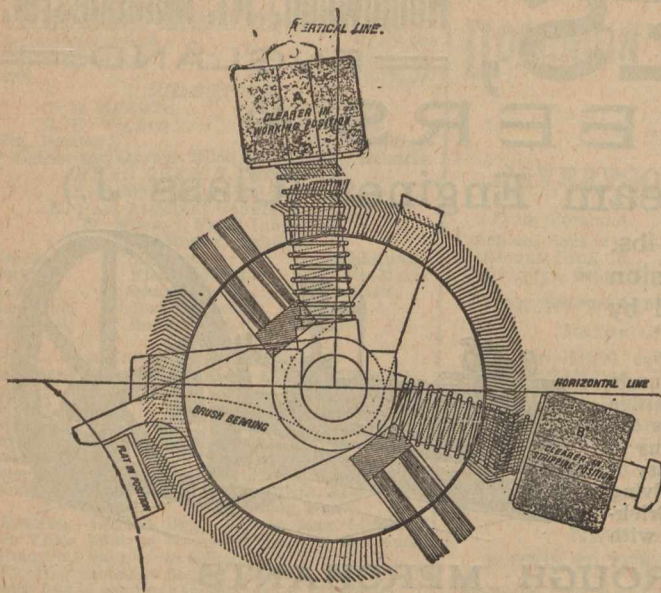
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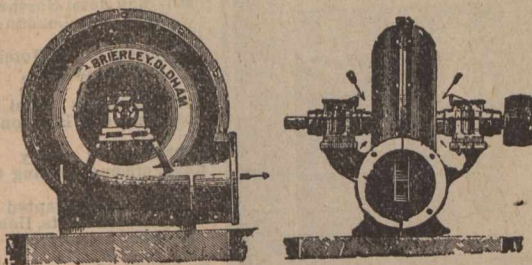
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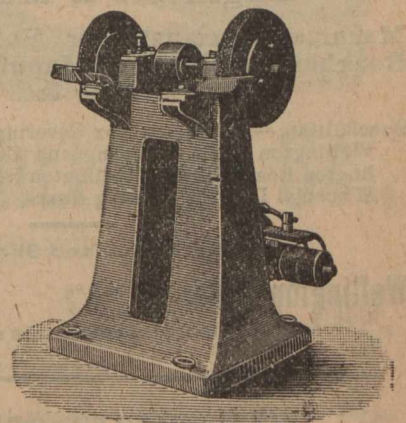
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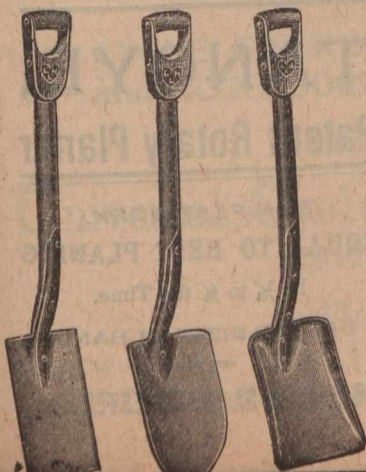
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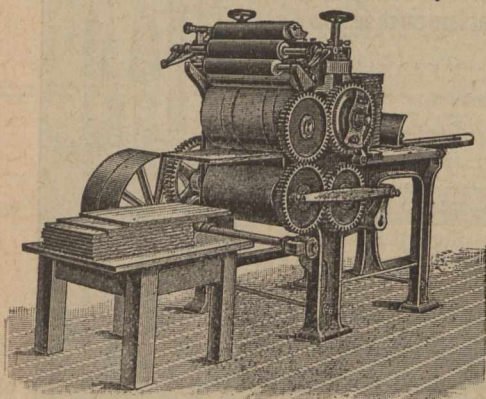
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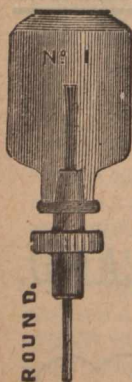
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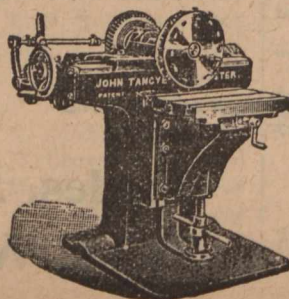
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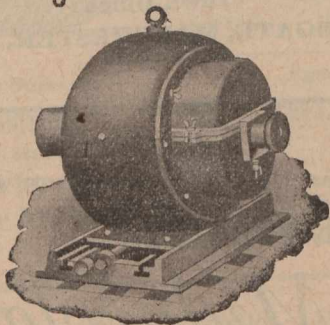
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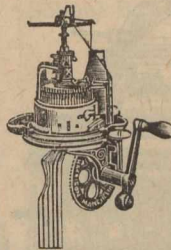
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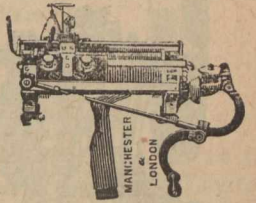
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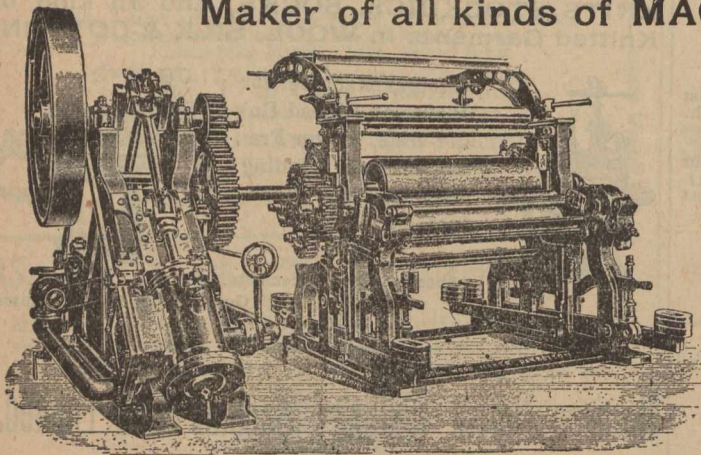
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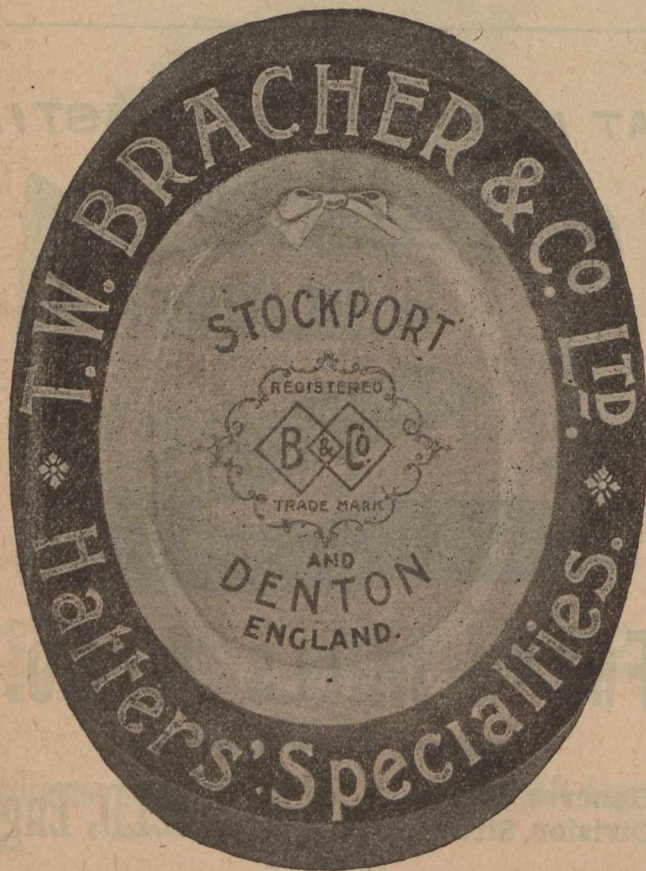
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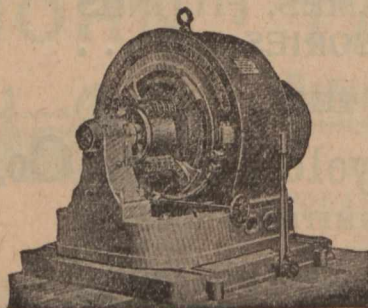
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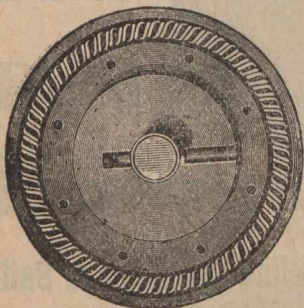
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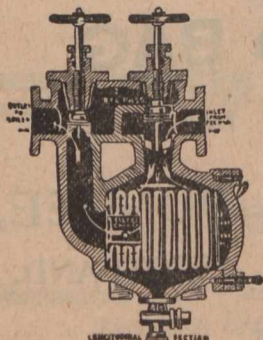
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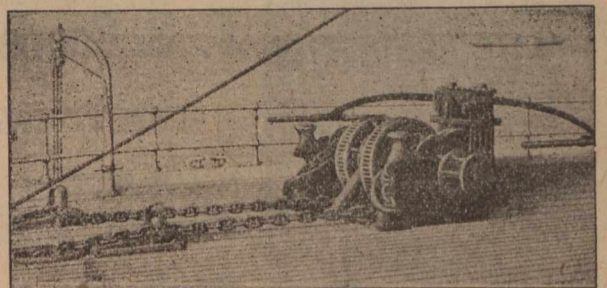
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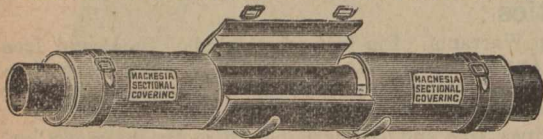
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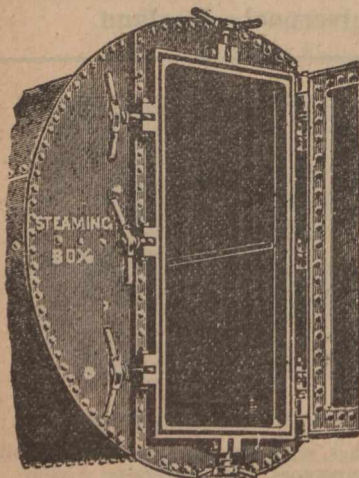
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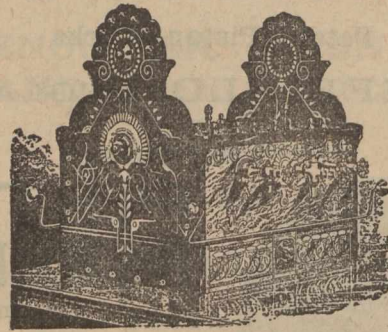
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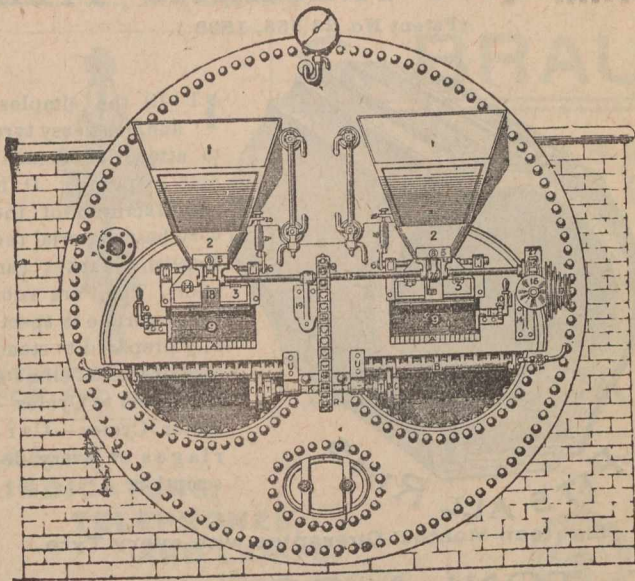
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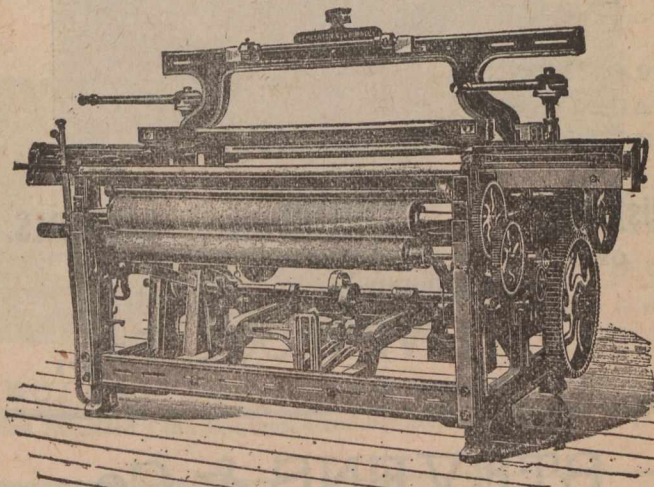
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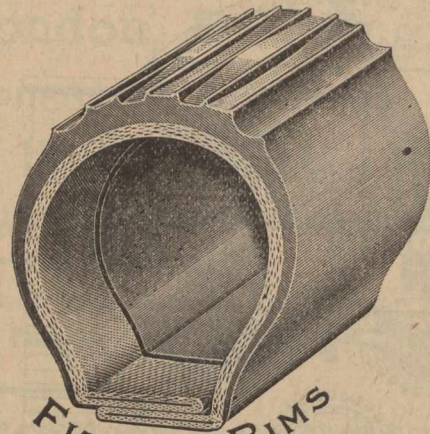
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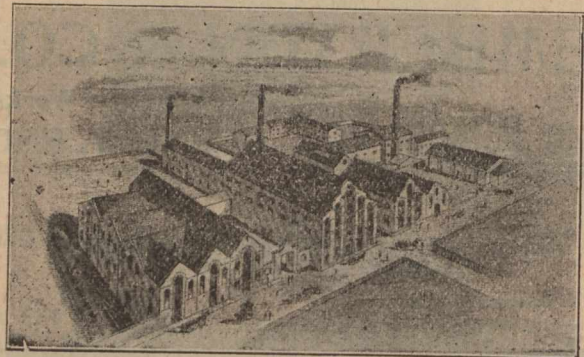
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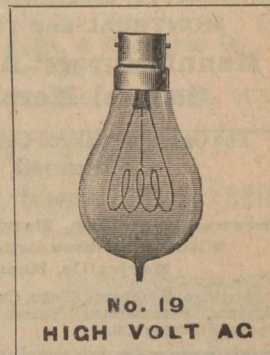
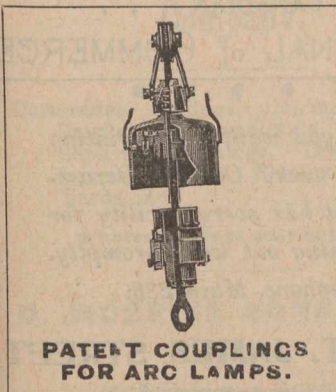
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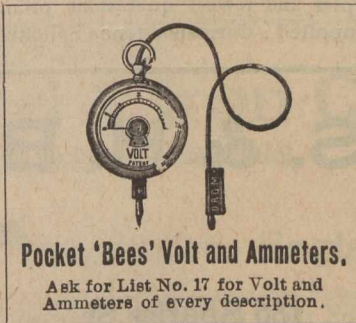
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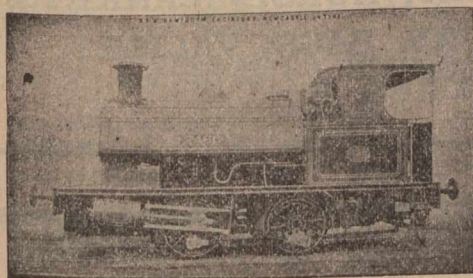
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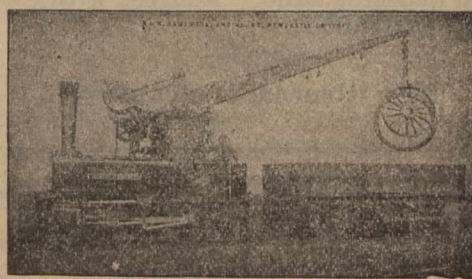


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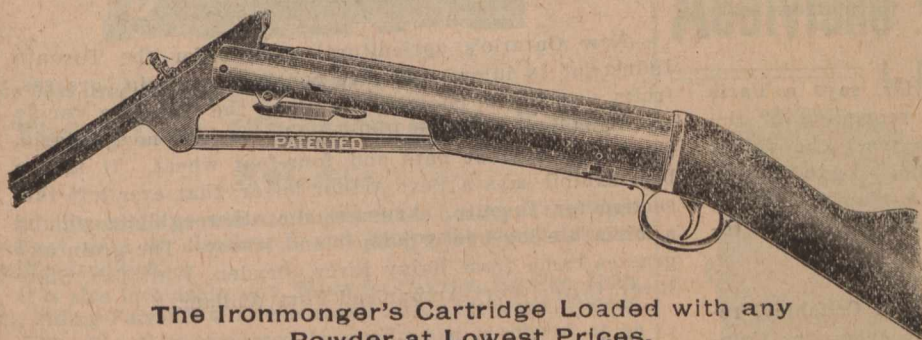
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NOTE.—Buyers of these Guns in Canada have 33½ p.c. in their favour, by
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Merchants, Manufacturers and other
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vertisements through any agents not specially
in its employ. Its circulation—extending to
all parts of the Dominion—renders it the
best advertising medium in Canada—equal
to all others combined, while its rates do not
include heavy commissions.

—The Dominion customs revenue for
August was \$3,326,456, an increase over
the same month of last year of \$320,-
970.

—Provincial Treasurer Duffy of Que-
bec reports a surplus of \$24,492, after
providing for all expenditure for the
year.

—The customs revenue at the port
of London, Ont., for August, 1902, was
\$70,638.70, and for August, 1901, \$60,-
545.95, an increase of \$10,092.75.

—Complaint is made at Ottawa of a
shipment of apples from Galt, Ont.,
to Winnipeg containing inferior fruit,
and the inspector has been instructed
to prosecute the shipper.

Advices from Ferrol, Spain, state
that Signor Marconi, aboard the Ita-
lian cruiser Carlo Alberto, reports be-
ing in constant communication with
Berlin, as well as with British war-
ships, from that station and from Corn-
wall. Sig. Marconi declares that he
has solved the problem of maintaining
the integrity of individual simultane-
ous messages.

—The duties collected at the Toronto
customs house for August show an in-
crease of \$77,617 over same month in
1901. The total duties for August, 1902,
amount to \$664,100, against \$586,483 for
August, 1901. The highest previous re-
cord was in July, 1898, when the total
was \$603,794, or \$59,000 less than last
month. In 1898 there was a rush of
German and European goods to escape
the preferential tariff.

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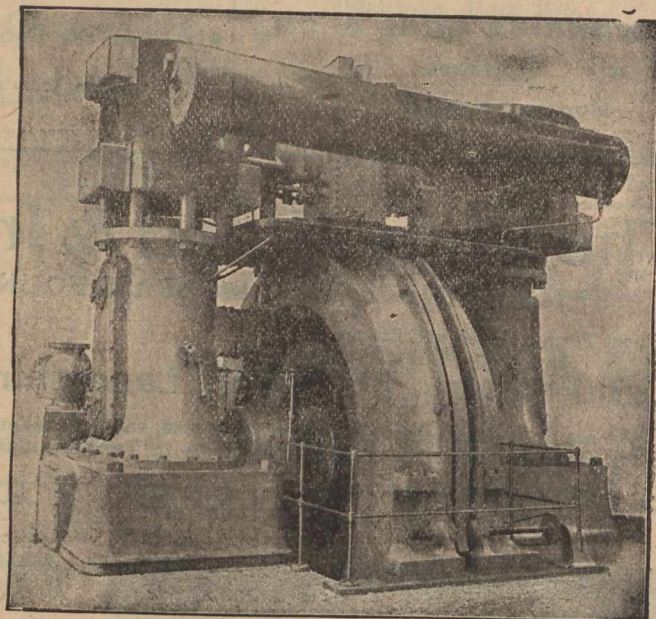
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Offices and Works:



Armature of Iron Type Alternator.

HOLLINWOOD, LANCASHIRE, = Eng.

—The Central Canada Fair, Ottawa, closed on the 28th ult. The total receipts have been \$22,000, as compared with \$20,000 last year.

—The Revere House, Brockville, Ont., conducted by the late John C. Bann, was sold to Robert Johnston of that town. The price reported is \$14,000.

—It is announced that at a meeting of the carriage and waggon builders of Ontario, held in Toronto, recently, it was unanimously decided, owing to the advance in wages and material, to raise the price of repairing and new work on and after September 1.

—We learn from Toronto that some forty agents of the Imperial Life Assurance Company held their annual convention recently at the company's head office, King street, Mr. A. McN. Shaw, of St. John, N.B., the president, in the chair. The convention was of an educational character, the papers and discussions being devoted to matters connected with life insurance.

—The Minister of Finance, M. Rouvier, says a Paris cable, will present the budget at the reopening of the Chamber of Deputies. He proposes to meet the deficit by reducing the amount of untaxed alcohol hitherto allowed producers, from which he estimates to reap \$10,000,000, and by abolishing some of the exemptions from the tobacco tax, from which \$2,000,000 is expected.

—We learn from Toronto that Mr. John Critchley, representing the American Actinolite and Asbestites Company of New York, visited that city recently and reported that his company has commenced operations in Hastings by working some actinolite properties, and has already shipped several carloads of actinolite. Mr. Critchley intends to establish works in Canada to refine the actinolite, which is used in the manufacture of heavy paints.

—The little steamer Brunswick, from Dutch Harbor, Kodiak and the Seal Islands of St. George and St. Paul, says a San Francisco letter, has brought in her whole season's catch of seal skins. The furs represent the covering of 22,243 seals, and on the markets of the world they will bring in the neighborhood of \$300,000. The Brunswick's cargo represents the season's work of seal slaughter on and around St. George and St. Paul Islands.

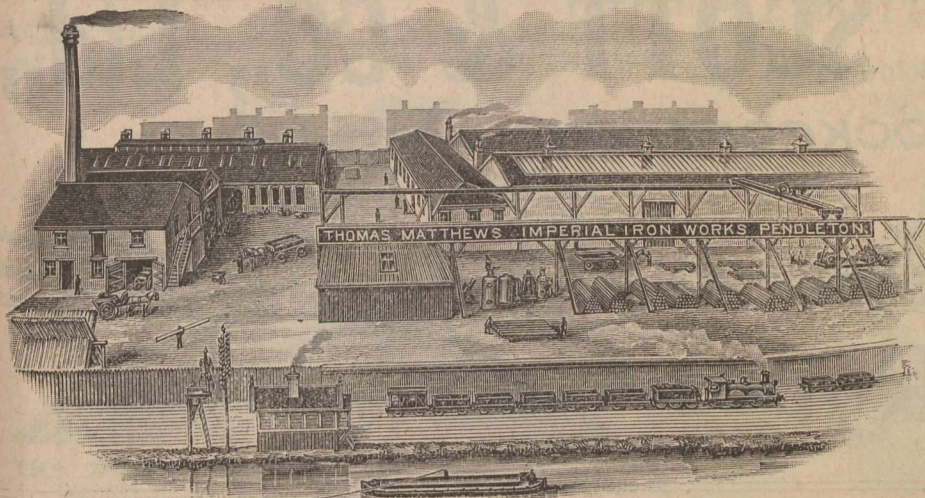
—Mr. J. Carling Kelly, the broker, who has recently established himself in Ottawa, states that a combination of some eleven paper mills is being formed in England, with a capital of \$25,000,000. Negotiations are now under way, and are expected to be closed at once. Canadian interest in the enterprise, according to Mr. Kelly, centres in the fact that the raw materials will be obtained here, that Ottawa will be the Canadian headquarters, and that an option has been obtained on 2,000 acres of pulp lands at no very remote distance from the capital.

—New Ontario's agricultural exhibit for the Toronto Industrial is interesting. It consists of grain, grasses, fruits, vegetables, photographs along the Canadian Pacific and Canadian Northern Railways in western new Ontario. There are six-foot oats and four-foot wheat. It is the best exhibit says a Port Arthur letter, that ever left this section for Toronto. Amongst the other exhibits will be a miniature log house, jumper and travoy. The grain and grasses came from Rainy River, Dryden, Whitefish, Slate River, Oliver, Port Arthur and Fort William.

—Telegraphing from Paris, the London Standard correspondent says that the proposal regarding the French-Canadian line is that a syndicate of Frenchmen and Englishmen be formed and that each should own two steamships, which would sail respectively under the British and French flags, the British steamers to get the Canadian subsidy and the French to earn the navigation and other

Telegrams, "ARTESIAN," Manchester.

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THOMAS MATTHEWS,
Imperial Iron Works,
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Pumps. Earth Boring and Mining Ma-
chinery (all sizes) for Sale or Hire.

Bore-Holes for Oil, Water or Minerals.

premiums which France accords to her shipping. A prominent Liverpool firm, it is stated, is prepared to take up the British part of the line.

—A New York report has it that according to intelligence from St. Petersburg, definite arrangements have been arrived at between an Italian company and the committee of the Russian volunteer fleet, the latter engaging to open a regular line between Odessa, Naples and New York. The volunteer fleet will receive the sum of £8 for each emigrant from Naples, and it is thought highly probable that this new enterprise may divert the tide of Russian emigration from the German lines to America. The first steamer will start towards the end of September.

—Nothing was decided by the creditors of W. J. Hill, the Toronto contractor and ex-M.P.P., at their meeting, held recently in that city. The statement presented showed liabilities of \$20,000, of which \$11,000 is owing in Quebec and \$9,000 in Ontario. The assets, consisting principally of plant at Sault Ste. Marie and Shawenegan Falls, Que., are placed nominally at \$20,000. His Quebec estate Mr. Hill has made an abandonment of to Kent & Turcotte of Montreal. Another meeting is to be held, and it is expected Mr. Hill will be in a position to come to some arrangement.

—When a man is credited with as much financial power as J. P. Morgan, it doesn't matter how much cash he

may be worth. It is stated, however, that Mr. Morgan has a voice in the control of \$6,448,500,000. The properties in which he is interested either through control, through membership on their boards, through financing them, or by reason of acting as their fiscal agents, are, with their capitalization, as follows, according to lists furnished by the financial agencies:—Ships, \$170,000,000; railroads, \$3,088,500,000; industrials, \$2,022,250,000; banks, \$187,000,000; miscellaneous, \$980,750,000; total, \$6,448,500,000.

—It is understood at Ottawa that Hon. Sydney Fisher has decided to postpone his contemplated trip to Japan until next year. It is expected he may leave for the Orient early in 1903, when the Japanese International Exposition at Osaka will be in progress. The trip will occupy three months at least. There is said to be a likelihood that Prof. Robertson, Commissioner of Agriculture and dairying, will accompany the Minister, who will take advantage of his trip to carefully investigate the possibility of reciprocal trade relations between Canada and Japan on a larger scale than now exists.

—The following companies have recently been incorporated:—The Federal Sugar Refining Co. of Canada, with a capital of six million dollars. This is the company of which Mr. Claus A Spreckles, of New York, is head. The Electrical Trades Association of Canada, with headquarters in Montreal, and capital stock of two thousand dollars, has been incorporated. Incorporation has been granted

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The best and most effectual remedy for

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Stimulates the growth and improves the quality of the Wool, does not stain or discolour it and keeps the sheep in good healthy condition.

It is also invaluable as a WASH for CATTLE, HORSES, DOGS, &c., killing Parasites of all kinds, and curing Sores and Wounds.

This Dip is unsurpassed in quality and is offered at an extremely low price. Quotations given c.i.f. Canadian ports for large or small quantities.

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Acetylene · Gas · Company,
LIMITED.

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Telegraphic Address:
"ACETYLENE, MANCHESTER."

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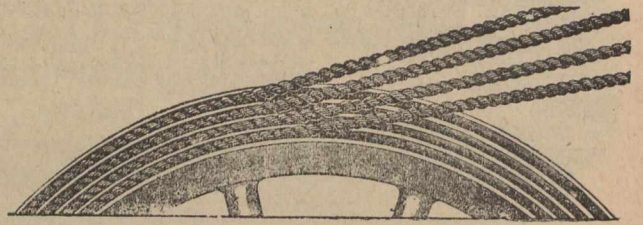
"S.C." (Separate Cells) **AUTOMATIC**
Acetylene Gas Generators



HANSON, SCOTT & CO., Ltd.,

STOCKPORT, ENGLAND.

Cotton Driving Ropes.



to Charles Knight, rancher; the Hon. Jas. Alexander Lougheed, advocate; Richard Bedford Bennett, advocate; Henry Augustus Allison, attorney-at-law; James Gordon Edgar, accountant, all of Calgary, as the Calgary Cattle Company. The capital stock is placed at a hundred thousand dollars.

—Canadian dairy produce is finding its way more plentifully into the British market, but the margin for expansion of our export trade is still considerable. An official report shows that during the year ended June 30th last, the total consumption of butter in Britain was 256,000 tons, of which the colonies, including Canada, supplied only 25,000 tons, or but little over ten per cent., or less than 15 per cent. of the total import. From foreign countries Britain imported 150,000 tons, while the home production is placed at 80,000 tons. Canada and the Antipodean colonies did better in cheese, the total Colonial import during the year amounting to 80,000 tons, or 80 per cent. of a total consumption of 266,000 tons, and 60 per cent. of the quantity imported.

—An organization to be known as the Compressed Spirits Company, with a capital of \$1,000,000, is being formed at Binghamton, N.Y. I. Z. Protsman, a prominent

hotel proprietor of Cincinnati, is President, and the stockholders include financiers in New York and Baltimore. The factory will turn out whiskey and wine manufactured into compressed tablets, making it possible for a person to carry treats in his vest pocket. The discovery was made by a resident of Binghamton, and the plan has been thoroughly tested. It will revolutionize, it is said, the manufacture and sale of spirits and will necessitate changes in the revenue laws to cover the manufacture of whiskey tablets. Work on the plant will begin at once, and drinks in compressed form will be on the market before Christmas.

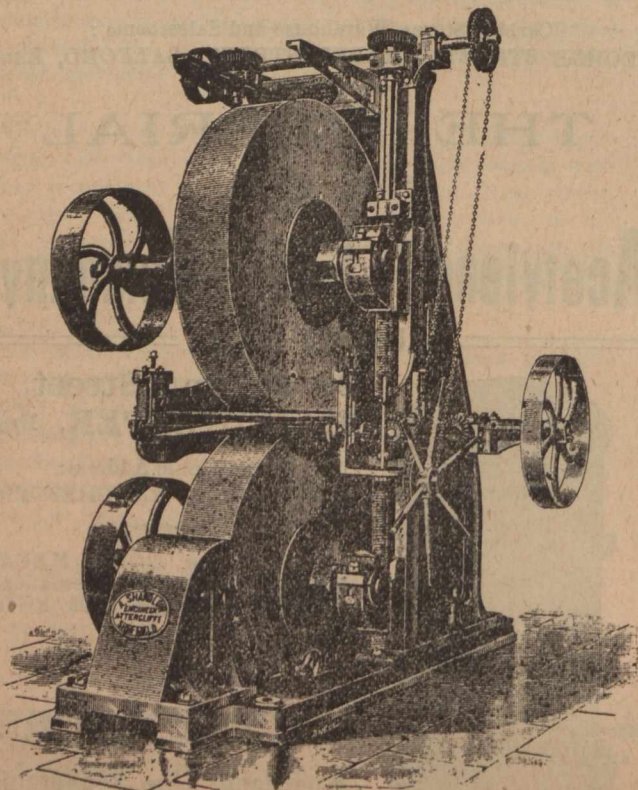
—Sault Ste. Marie, Ont., advices state that considerable excitement has been caused by the announcement of the discovery of a rich find of iron ore at a point four miles from the new steel plant. The mineral has been found in the country back of the "Soo" at various times during the past few years, and several mines are now in course of development, but that the ore extended so close to the town was not suspected. At the new find a shaft is being sunk to determine the value and extent of the deposit, and already the indications are that the property will rival

The Improved Long Saw Grinding Machine

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A. SHARDLOW & Co., LIMITED,

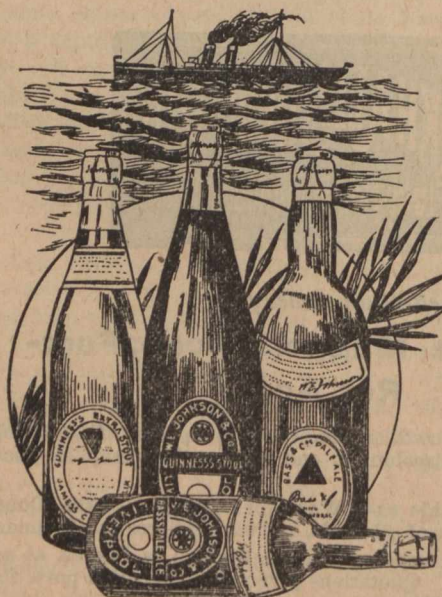
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Bottled Beer and Stout

FOR EXPORT.



The "Compass" Brand

Bass & Co.'s Pale and Light Bitter Ales, and Guinness's Extra Foreign Stout.

Also Exporters of Mineral Waters Devonshire Cider and Specially Blended Scotch and Irish Whiskies, guaranteed Five Years old. Buy Agents wanted—West Coast Africa United States, Canada and Newfoundland.

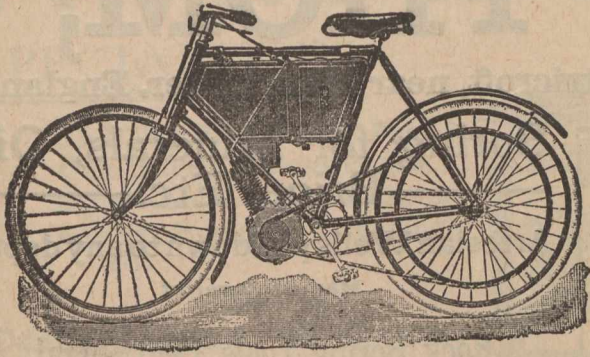
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67-69 Leeds St., LIVERPOOL, Eng.

ESTABLISHED 1887.

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Is Absolutely the finest Motor Cycle made. Simplest to Manipulate. Easiest to Regulate. A perfectly balanced machine, ensuring easy steering and absence of vibration. Can be ridden as an ordinary Free Wheel Machine.



THE IMPERIAL MOTOR BICYCLE,
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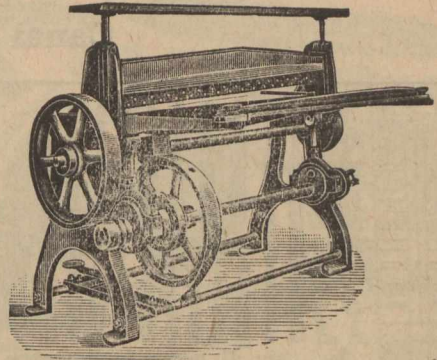
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WALKER BROS., "PRIMO" WORKS.

Meanwood Road, LEEDS, Eng.

A. Kinghorn & Co.,

Phoenix Ironworks, Millwood,
TODMORDEN, ENGLAND.



Power Geared Squaring Shears.

Canadians have 88 1/2 per cent. in their favor by purchasing these Machines, under the New Canadian Tariff.

the famous Chapin mine at Iron Mountain. Mining men who have inspected the find are securing options on the property in the vicinity. The ore runs about 60 per cent. iron, and if it is as extensive as believed the future of the "Soo" as a great steel centre is assured.

We learn from Ottawa that the Dominion fruit inspector at Winnipeg has sent to the department a box of apples taken from the middle of a consignment of apples shipped to Winnipeg by a firm in Galt. The apples were described by the shipper as "fancy Canadian apples." The specimens sent to the department are very poor quality indeed. Twenty of them weigh only 28 ounces. Twenty hens' eggs of good average size would weigh 40 ounces. The department considers it too bad that Ontario fruit is being shipped to the excellent markets of Manitoba and the Northwest Territories in this dishonest manner. It is killing the trade out and playing directly into the hands of the fruit-growers and shippers from California. The inspector has been instructed to prosecute the shipper in this instance and every similar instance which comes under his notice.

—The 35th Trades Union Congress, says a London cable of the 1st inst., commenced a week's session in London to-day. Upwards of 500 delegates, representing a million and a quarter workers, were present. They include many women delegates. One of the principal resolutions which will be submitted demands legislation creating a supreme court of arbitration, with compulsory power to settle

disputes between employers and employees. The report of the Parliamentary Committee refers to the visit of the British Trades Union delegates to Washington, and says they were greatly impressed with the advantage American trade unionists possess over the British, by the willingness of the President at all times to consult with accredited union representatives. "The trusts," says the report, "up to now, have made no bad use of their combination, wages having a tendency to increase."

—Hon. James Sutherland has appointed Captain W. Simons, port warden at Quebec and agent for the German and Norwegian Lloyds, and Capt. R. S. Clift, Montreal, as assessors on the commission of inquiry into wrecks on the St. Lawrence route. Captain Clift, who holds a master's certificate from the Board of Trade, England, has been a resident of Montreal for some time, and an important part of his work in connection with the firm of Robert Hampson & Son, marine insurance underwriters, by whom he is employed as marine surveyor, is the supervision of salvage operations on the river and gulf. The long experience of Captain Clift as an adjuster of marine insurance will make him an invaluable member of the commission. Capt. Simons has also very high recommendations. The Chairman of the commission, as before announced, is Commander Spain.

—Jas. Fisher, dry goods merchant, Quebec, upon whom a demand of assignment was recently made by L. Millman, of Montreal, filed a statement of his affairs, in court.

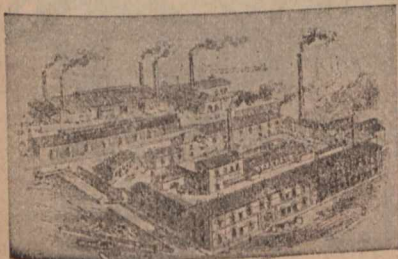
Telegrams, "SHIPMAN, SHEFFIELD."

Honourable Mention International Exhibition, 1862

J. SHIPMAN & CO.

Attercliffe Steel Works and Wire Mills,

SHEFFIELD, - ENG.



Paragon Umbrella Wire, Rope Wire, Needle Wire,
Music Wire, Steel Wire of every Description

TOOL STEEL, MINING STEEL, &C.

Special Prices to Canadian
under the New Tariff.

Contractor to H. M. Government.

Tel. Address, "Thom, Patricroft."

JOHN H. THOM,

Canal Works, Patricroft, near Manchester, England.

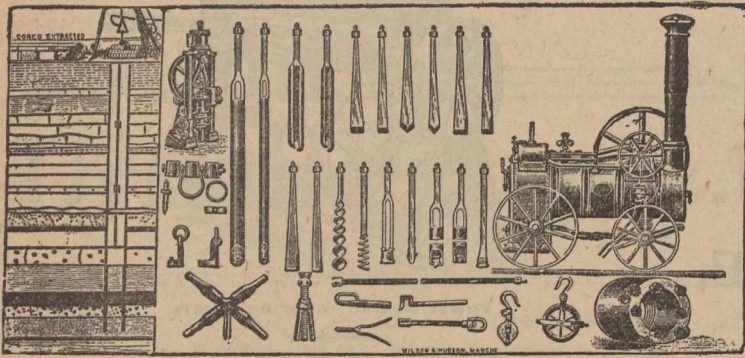
Boring for Minerals, Oil,
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Artesian Wells put down to any depth

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Rock Boring Tools, Centrifugal,
Deep Well & Donkey Pumps.

Special Estimates under the New Canadian Pre-ferential Tariff.



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Flour and Rice Mill Furnishers, Silk
Merchants, Wire Weavers, Brush
Makers, Metal Perforators, &c.

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MANCHESTER, ENG.

F.O.B. MANCHESTER.

Manganese

LUMP, FINE and GROUND.

EVERITT & CO.,

40 Chapel Street, Liverpool, England.

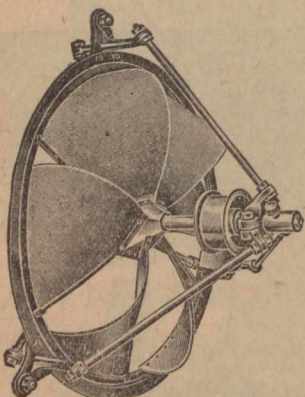
The liabilities are in the neighborhood of \$10,000, and the assets consist of the stock valued at about a similar sum. The principal creditors are Montreal wholesale merchants, among whom are the following. Bagley and Wright Co., Montreal; Waterproof Clothing Co., L. Millman, London Rubber Co., Wm. Clapperton & Co., National Rubber Co., Canadian Commission Co., Star Shirt & Overall Co., E. T. Corset Co., Royal Jewellery Co., and C. Schiller. A petition to the Superior Court asking that a meeting of the insolvent's creditors be called to appoint a curator, was presented by Jacobs, Patterson and Garneau, Montreal, and granted. The meeting is called for September 5. Mr. V. E. Paradis is the provisional guardian.

—The Mitchel and McClure Lumber Company, says a Duluth despatch, have transferred to Alger, Smith and Company, for \$750,000, eighty million feet of standing pine, thirteen miles of railroad, camps, saw mills, teams and other outfit. It is reported that the Diamond Match Company is negotiating for the purchase of from two to three hundred million feet of standing pine in Northern Minnesota for about \$2,000,000. Another report states that Alger, Smith Co. have sold their standing pine, camps, horses and improvements on Pigeon River, in Canada, near Port Arthur, to the Pigeon River Lumber Company. The consideration is withheld for the present, but is represented by six figures. The reason for selling was that Alger, Smith & Co. are compelled to tow their logs 160 miles on Lake Superior to Duluth, and the loss on account of rafts

"Sun" Ventilating Fans

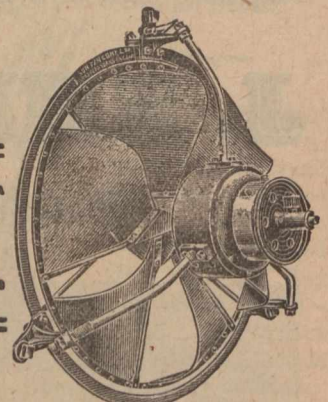
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and Lightness

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OR MALLEABLE IRON.



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All Cooling Purposes . . .



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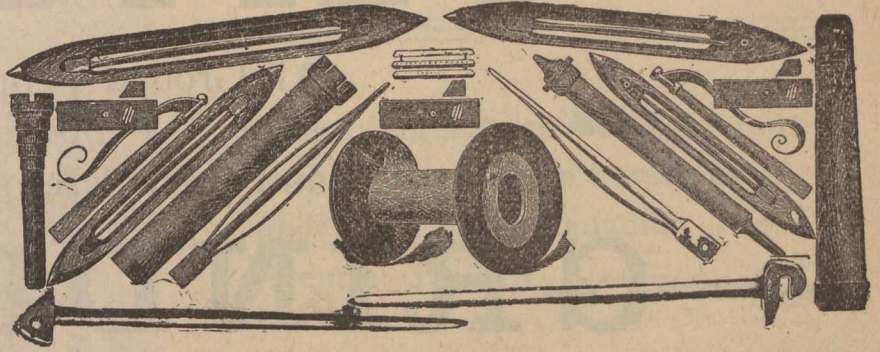
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And Bobbin Makers and General
MILL FURNISHERS.

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Buffalo and Leather Pickers.
Leather Bumpers, Strapping,
etc.

Cob Wall Works,
BLACKBURN, Eng.



Special Rates to Canadians under the New Preferential Tariff.

breaking up is frequently heavy. Gen. R. A. Alger is President of Alger, Smith & Co.

—The Amalgamated Journal, the official organ of the Amalgamated Association of Iron, Steel, and Tin Plate Workers of America, announces that the rebate proposition submitted to the tin lodges by the American Tin Plate Company through the Conference Committee, has been voted down. The defeat of the proposition means that the Standard Oil Company, the Armour Packing Company, and several other concerns, which ship their goods in tin packages to Europe, and which have been buying their tin plate from Wales, will continue to do so. Had it carried these firms would have placed their orders for about 1,500,000 boxes of tin with the American Tin Plate Company. This would have made more work for the tin workers in this country, says a Pittsburg letter, and allowed the mills in the corporation all over the country to run about a month longer. At present nearly every tin plate mill in the country is closed on account of lack of orders.

—George Sleeman & Sons, Guelph, Ont., have commenced the erection of a brewery for the manufacture of ale, porter and malt extract, on the grounds known as Sleeman's Park. The calculation is to have it completed by

the middle of November. The structure will be 120 x 40 feet, four stories, stone, fitted up with latest improved machinery. At a late Council meeting, says a recent report, the tender of the Canadian Sewer Pipe Company for all pipes required during 1902 for the sewers was accepted. The total cost of pipe for trunk sewer by the tender will be \$9,025.64. The tender of Norman and Albert Irving for the construction of section A was accepted for \$5,500, and that of W. W. Read & Co., for the construction of sections B and C for \$4,340 and \$3,819 respectively. The cost of laying the main sewer will amount to \$13,659, which, with the piping, makes \$22,684.64, leaving the sum of \$3,670.36 for rock excavation, connecting joints, etc., out of the estimated cost of \$26,355.

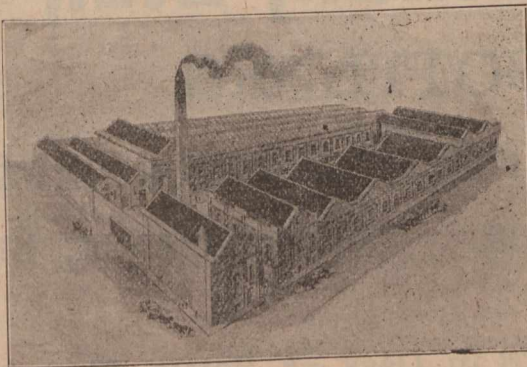
—Favorable crop reports are to hand from various Western centres. A Winnipeg despatch of the 2nd inst. states that seventy percent of the wheat in Manitoba is in stook and harvesting is general in the Territories. A special despatch from St. Paul, Minn., to the Free Press, says: Wheat, oats and flax are rotting in the stook, and corn north of Central Iowa is not likely to mature. A heavy rain prevailed all Saturday and Saturday night over Minnesota and the Dakotas, which was preceded by an intermittent rain for ten days. Grain in the stook has suffered and in many localities it has sprouted. Threshing has ceased. Agents of elevators who have been sent out to

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MANUFACTURERS.

JUTE BAGS AND BAGGING.



JUTE SACKING & SHESSIAN'S.

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BOOTLE, - Liverpool, Eng.

Telegrams, "JUTE, Liverpool."
A.B.C. Code, 4th Edition.

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Manufactured for the Canadian Market
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samples at your disposal.
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PEPPER

All Ground Peppers Guaranteed absolutely Pure. Peppercorns, Shells and Broken, and every description for Export

GRINDERS

Charles Johnson & Co., ^{VICTORIA} MILLS. Liverpool, England.

AGENTS

John W. Bickle & Greening,
HAMILTON, Canada.

Special Prices to Canadians under the New Tariff

investigate report that around almost every stook there is a fringe of green, showing where the grain has sprouted. Reports received yesterday morning indicate a loss thus far to wheat, oats and flax of twenty-five per cent. Farmers have made the mistake of not stacking and the loss is falling heavily upon them. The late sown flax is reported to be in such a condition that it cannot mature before frost, while corn in South Dakota and Minnesota is rated little better than fodder. The stalks are green and the ears have not begun to harden. Very little grain has thus far been threshed but that which has gone through the machines, with the exception of flax, was injured by frost and the seed did not form in a large area. If this rain continues for another week the previous estimates for 178,000,000 bushels of wheat for the three states will be reduced 25 per cent. or more.

—Dr. Morley Wickett, the special commissioner of the Manufacturers' Association, who has been in the Klondike

investigating trade matters, has stopped off at Vancouver on his return trip Dr. Wickett is reported as expressing himself as follows:—After nearly a month's visit in the Klondike, during which time I have interviewed many of the important merchants, and a large number of the leading miners, I have been greatly impressed by the territory. Undoubtedly the country has a promising harvest yet ahead of it. good for many years to come. As to Mr. Hees' recent letter, I wish only to say that it appears to have had a more widely depressing effect than Mr. Hees perhaps intended. Just to-day, for example, prompted by the report, two telegrams were handed me querying the financial strength of certain local firms, and intimating that the banks outside were inclined to press for speedy payments. A letter was also shown me from a large shipper, stating that Mr. Hees' letter had made the writer nervous about making further shipments to Dawson. It will be very regrettable if the normal course of trade or credit is in any way broken. The Yukon

Telegrams: "GROVES," Salford, England.

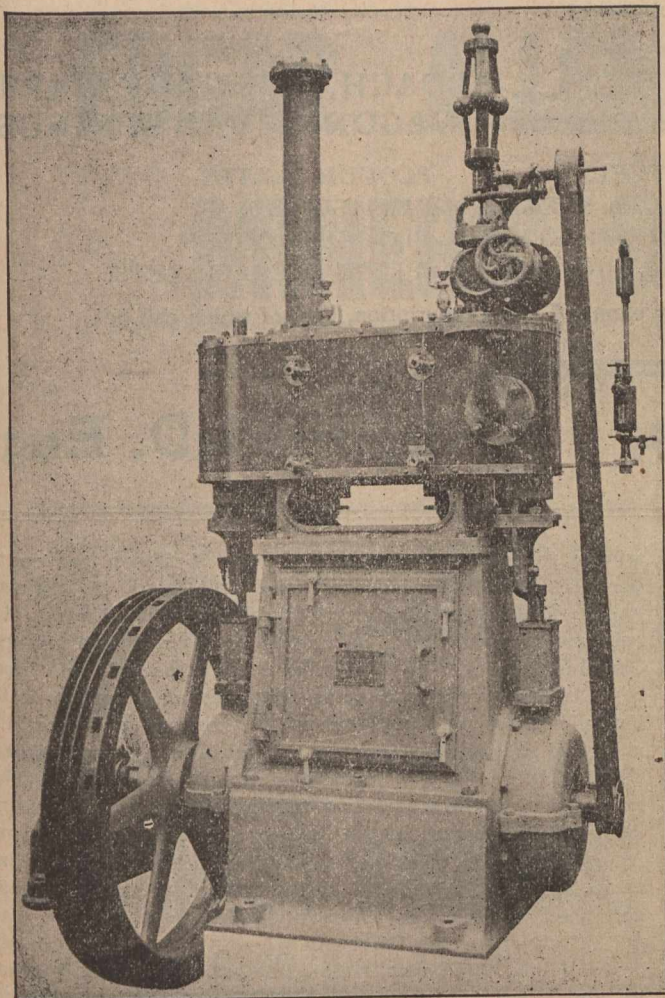
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These Engines are manufactured
from 30 horse to 150 horse power
under the new Canadian Pre-
ferential Tariff by _____

BENJ. GOODFELLOW,

Limited.

HYDE, nr. MANCHESTER,
ENGLAND.

is all right, and Canadian manufacturers and shippers should not let it slip out of their grasp. United States prices promise to be firmer and higher than for some time, and the large stocks laid in have every promise of being ready saleable. The past season has been fairly dull, but the quiet is only a natural sequence to one of the most astounding discoveries of gold that has ever been made known, and the remarkable activity which followed. I may repeat that I have been greatly impressed by the confidence of the miners and merchants in the future of this new territory.

—“Dear meat is due more to the action of certain American trusts than to the closing of the ports against cattle” is, according to a London cable, what the President of the Board of Agriculture, Mr. R. W. Hanbury, told a meeting of farmers which he addressed at Shrewsbury some days ago, when defending the action of the Board of Agriculture in prohibiting the importation of stock. The Cabinet Minister also expressed his approval of the recent widening bases of taxation, and said he would not have been sorry if a further duty had been placed on our, explaining that, while it would raise the price of the food of the people half a cent, it would revive the milling industry of the country and give the farmers a proper supply of offals. Reports from Germany say that the price of meat there also continues to rise, and the Town Councils and other bodies in every part of the empire are discussing what is called the “meat famine.” The butchers’ guilds advanced the price of meat this week from two and one-half to five cents per pound. A good steak costs forty-four cents a pound in Berlin. Meats are generally reported statistically to be 26 per cent. higher here now than in 1900, although in Rotterdam, Paris, Vienna and Budapest they are only 10 to 16 per cent. higher. Germany’s more rapid advance is attributed to the scarcity of home animals, the exclusion of foreign live stock and the prohibition of canned meats, thus suspending large American

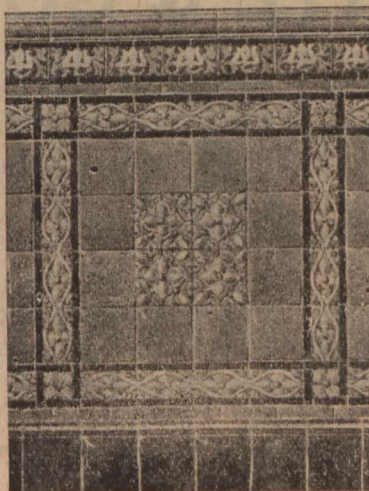
imports. The imports of sausages have also shrunk. A number of important municipalities have petitioned the Government to open the frontiers to live stock. The Prussian Minister of Agriculture, replying to a deputation, said it was impossible to withdraw the exclusion decrees, averring that the exclusion of foreign animals had immensely improved the veterinary conditions of Germany.

—The decision of the customs authorities, says a Berlin cable, as announced by the Boersenhalle of Hamburg, to require certificates of origin in the case of American grain is directed against Canadian wheat, on which Germany

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Decorations, Mosaics
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AUSTIN & DODSON, LIMITED,

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SLEIGH SHOE STEEL.

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PLOUGH MOULDS.

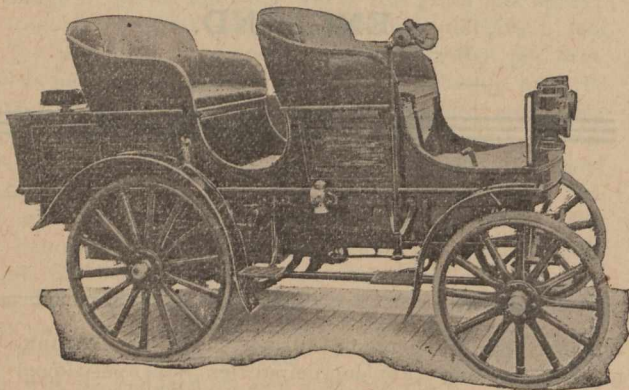
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Machinery and Agricultural Implement Steels in sections of every description, lists of which can be had on application.

Cambria Steel Works, SHEFFIELD, Eng.

LIGHT **LIFU** CARS.

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ENGLISH-BUILT THROUGHOUT.
MADE IN THREE SIZES.



FOUR-SEATED Double Phaeton.

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with removable third seat,
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LIGHT VANS
To carry up to one ton.

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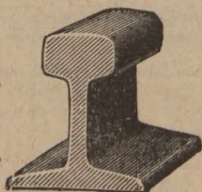
88 CHANCERY LANE, LONDON, W.C., Eng.

wishes to collect a retaliatory duty of fifteen per cent., because of Canada's preferential treatment of British goods. Unless certificates of origin are insisted upon, the customs officials would be unable to discriminate against Canadian wheat. The decision, it is expected, will prevent American warehousemen from mixing Canadian with United States wheat destined for export and grading northern spring wheat, against which practice the German Consul-General in New York has already protested.—“The latest move of Germany on enforcing the production of inspection certificates of the origin of grain shipped from America,” said a Montreal shipper, “is simply a discrimination against Canada. A good deal of Canadian wheat has been mixed with American wheat and in that way got into Germany as American wheat. There is five or six cents a bushel discrimination in Customs' duties against us, and the result is that we can't now do any trade with the German Empire in wheat. Some years ago we exported wheat heavily into Germany. To-day all we export is a little marrowfat peas. There has been an agitation to get this prohibitory tariff removed, but so far without success, and now it looks as if Germany were determined to be as drastic as possible with Canada. A large amount of American wheat is shipped from Montreal for Hamburg, and we have now to furnish the German consular agents with sworn certificates as to the origin of the wheat shipped.

—Crops are all the word about the hotels these days, says a Toronto letter, and people who never took an interest in such subjects before are to be heard expatiating upon the results that will follow the safe in-gathering of the North-West crops. One man said, looking at the financial side, that last year's crop filled up the old holes, but this year's crop would result in new investments and

R. WHITE & SON, WIDNES, ENGLAND.

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CRANES of all kinds.
STEAM & WATER
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SHEETS, BAR IRON.
AERIAL WIRE
ROPEWAYS.



Steel Rails of all Sections. Fish Plates. Bolts.
Spikes. Points and Crossings. Steel Sleepers.
Wagons for all purposes. Wire Ropes. Pit
Headings. Screens. Mining Steel. Pulsating
Pumps.



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Imperial Steel Works,
SHEFFIELD,
 MANUFACTURERS OF
MINERS' DRILL STEEL
 Steel Castings, Crusher Jaws, Cams, Tappets, Heads, Machine-Moulded Gearing, Truck and Skip Wheels
 and Axles, Tool Steel, Files, &c.
TURNER'S PATENT IRON-FIBRED STEEL.

a period of boom and building in the West such as had never before been witnessed. A practical man, looking at the problem of moving the crop, pointed out that if the crop were only 8,000,000 bushels larger than last year, this would require 8,000 more cars of the largest

size, i.e., 1,000-bushel cars. If these were made up in 30-car trains, it would mean 266 more trains this year than last to carry out the crop. As a matter of fact, the cars will average nearer 600 bushels than 1,000, so that the number of trains required to haul out the crop in excess of last year will be near 500. Supposing that the wheat crop of the whole Canadian West amounts to 75,000,000 bushels, and that it will be loaded in 600-bushel cars, made up into trains of 30 cars, and a train started from Winnipeg every hour, it would take 171 days, or nearly six months, to get it shipped out. In the meantime, the crops in Ontario are not to be forgotten. From the spots that were supposed to be drowned out by excessive rains come reports of 40 bushels of wheat to the acre. Hay, especially in the late districts, is a magnificent crop, while oats will surpass any crop gathered in the last twenty years.

Telegrams: "MOTOR, LEYLAND," ENGLAND.

HIGHEST AWARDS.

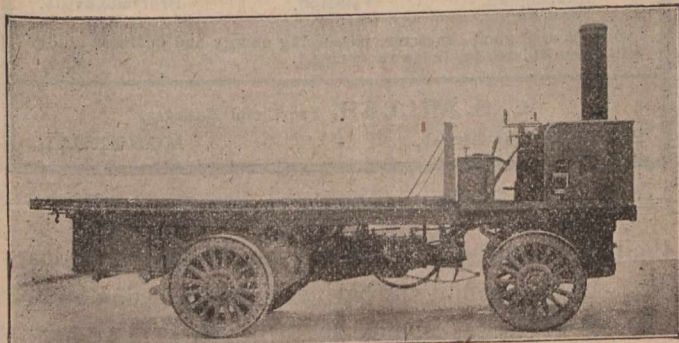
1st Prize, £100, Royal Agricultural Society of England.

1st Prize, £100, Liverpool Self-Propelled Traffic Association.

Gold Medal, Highest Award,

Liverpool 1900.
 Etc., Etc., Etc.

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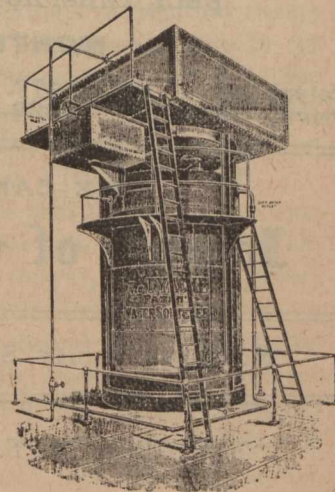
Telephone: 5704, Bank. Telegraph: "Diluteness," London.

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 Water Softening & Purifying United
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 Generating Works, Engineer-
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Write for full Particulars to
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The Sizing Materials Company

Manufacturers of
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Chemicals and Materials used
 by Warp Sizers and Finishers.

10 Marsden St., - MANCHESTER, Eng.

THE STANDARD ASSURANCE CO. ESTABLISHED 1825.

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HEAD OFFICE FOR CANADA, - MONTREAL.

Invested Funds, - - - - - \$50,136,000
 Investments in Canada, - - - - - 14,930,000

[WORLD WIDE POLICIES.]

Thirteen months for revival of lapsed policies without medical certificate of five years' existence.
 Loans advanced on mortgages and Debentures purchased. Agents wanted.

D. M. McGOUN, Manager.

J. HUTTON BALFOUR, Secretary.

A LREADY this year's paid-for New Business in the CANADA LIFE ASSURANCE CO., exceeds by over \$1,000,000 that of the same period in 1901, the record year of the Company in this respect.

INSURANCE COMPANIES placing orders for Printing should make it a point to get our figures before closing their Fall contracts. We have facilities for handling Insurance work to the best advantage and are thus enabled to give our customers the benefit. If you are interested in any way write, or come and see us,

JOURNAL OF COMMERCE JOB DEPT.,
 111 St. James Street, MONTREAL.

NORTHERN ASSURANCE CO'Y.
 INCOME AND FUND 1901



Capital and Accumulated Funds, :: \$42,990,000
 Annual Revenue from Fire and Life Premiums and from Interest on Invested Funds 6,655,000
 Deposited with Dominion Government for the security of policy-holders 238,000

Head Offices:-London and Aberdeen.
 Branch Office for Canada, Montreal, 1730 Notre Dame St.
 Manager for Canada,-ROBERT W. TYRE.

FIRE. LIFE. MARINE.

G. ROSS ROBERTSON & SONS,
 General Insurance Agents and Brokers

ESTABLISHED 1865.

BELL TELEPHONE BUILDING,
 MONTREAL.

Telephone - Main 1277. P. O. Box 994.
 Private Office, " 2822.

THE CANADIAN
Journal of Commerce.

MONTREAL, FRIDAY, SEPTEMBER 5TH, 1902.

THE GREAT U. S. COAL STRIKE.

The present great strike in the anthracite mining district of Pennsylvania is not by any means, as yet, the greatest on record. A comparison with former troubles in the same place may be of interest. The first strike of any magnitude was inaugurated in May, 1869. This was ordered by the Miners' Benevolent Association. The workmen of Pennsylvania Coal Company, and those of the Delaware Lackawana & Western Company unananimously decided to consider, and remained at work. The other miners remained on strike until August of that year. The object at the time was understood to be for

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Only men of good character, possessing energy and business ability will be considered for these vacancies.

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PHENIX ASSURANCE CO'Y., Ltd.
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FINANCIAL AGENT.

Government, Municipal and Railway securities bought and sold. First class securities suitable for Trust Funds always on hand. Trust Estates managed.

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 151 ST. JAMES STREET, MONTREAL.

the purpose of reducing the over-production in the market. Normal conditions having been resumed, a sliding scale of wages was adopted in 1870. In 1872 an agreement was made between what was known as the Anthracite Board of Trade and the Miners and Labourers' Benevolent Association for the continuance of the sliding scale. This scale was revised in 1874, and the wages fixed on a basis of \$2.50 per ton at Port Carbon, as a minimum. This scale, except during the trouble in 1875, practically remained in force until October, 1900. In 1875 a strike was again ordered by the Miners and Labourers' Benevolent Association, to take place on

Mutual Reserve Life Insurance Co.,

FREDERICK A. BURNHAM, PRESIDENT.

EIGHTY-ONE THOUSAND POLICY-HOLDERS.

Total Assets, \$12,264,838.21.

THE TWENTIETH ANNUAL STATEMENT

Shows that the 1900 Business Brought

**An Increase in Assets. An Increase in Income
An Increase in Surplus**

...AND..

An Increase in Insurance in Force.**Net Surplus, - \$1,187,617.68.****Total Death Claims Paid since Organization, over
FORTY-EIGHT MILLION DOLLARS.****EXCELLENT POSITIONS OPEN** in its Agency Department in every Town, City and State, to experienced and successful business men, who will find the **MUTUAL RESERVE THE VERY BEST ASSOCIATION THEY CAN WORK FOR.** Further information supplied by any of the Managers General or Special Agents in the U.S., Canada, Great Britain or Europe.**Home Office, Mutual Reserve Building, - - NEW YORK CITY
Montreal Office, - - La Presse Building.**

T. W. P. PATTERSON, Gen. Man.

January 1, 1876, against a reduction of wages which was ordered to take effect upon that day. On June 15 this strike was practically ended, and between the latter date and July 1, work was generally resumed by the men at the reduced wages. This strike lasted from midwinter to midsummer—about six months.

On January 1, 1888, the Knights of Labor ordered a strike of the miners. This lasted two months, at the end of which time the miners resumed work on the old basis of wages.

In September, 1900, a strike occurred in the upper anthracite region, and after a few weeks extended to the Schuylkill region, involving the entire anthracite field. This strike, occurring on the eve of a Presidential election, was adjusted through the intervention of Mark Hanna and other political leaders, the operators agreeing to give an advance of 10 per cent. in wages. This resulted in the abolition of the sliding scale which then prevailed throughout the Schuylkill and part of the Lehigh region.

The general advance of 10 per cent. amounted practically to an increase of 16 per cent. in the wages of the Schuylkill miners and those of the Lehigh region who had been working under the sliding scale. Under that basis of regulating wages—which was really the price of coal for the preceding month—the price, owing to the earlier strike in the upper regions of the district, had already advanced 6 per cent. over the \$2.50 basis at Port Carbon. If this sliding scale had been continued, it is contended that the Schuylkill miners, owing to the high prices for anthracite in 1901, with every prospect of their continuance in 1902, even under normal conditions, would have been as well off, if not better, from a wage standpoint than under the general advance in 1900.

The duration of the present strike, which seems to be drawing to a close, is problematical. Heretofore strikes in the anthracite regions have lasted from two to six months. The present strike, which was inaugurated on May 12, is now near the end of its fourth month. Last year the operators paid in wages \$66,000,000, and upon that basis the actual loss to the miners by their 17 weeks of idleness amounts to about \$20,600,000.

THE ROUTE OF THE FAST LINE.

The discussion relative to the fast line of steamers between Canada and Great Britain has brought out a number of suggestions more or less feasible, and some quite impracticable. The idea seems to have seized the minds of some writers that persons bound for Europe, from this continent, are so anxious to get across in the least possible time that they will undergo any inconveniences, discomforts, and expenses so they save a few hours in making the trip. Some entertain the romantic notion that, if the voyage is shortened by a day or so there will be a rush of passengers from this side of the Atlantic to the other side like there is to a bargain counter, or to a circus, or small boys to a fire. On what grounds they base this belief is not apparent.

The passengers across the Atlantic are of two classes; first, those who go on business; second, those who take the trip for pleasure or health. Business men, doubtless, value a service that economizes time, but tourists on pleasure bent are not so keen on saving time as to make any sacrifice of comfort to save a few hours or a day. When a trip is arranged to extend over two or three months, as are most visits to Europe, a few hours more or less spent en route is too insignificant to be compensation for special discomforts entailed by this economy. Tourists from the Western States and western parts of Canada do not, as a rule, time their arrival in this city or New York so as to rush directly from the train to the steamer; they stop over to enjoy, to some extent, the attractions of this, or the American city, especially those of a good hotel, to which, indeed, even business men when travelling are not oblivious. Is it then likely, is it rational to expect, that ocean passengers will rush on to a port where no such attractions are found, no high-class hotels, no theatres, no amusements to fill up a vacant night? Would not tourists greatly prefer to spend a few hours or more in a city like this, then get comfortably fixed on a floating hotel to spend say twenty to thirty hours in a healthy and agreeable trip to the ocean, to being cooped up all those hours in a railway train, then landed where there are no high-class hotels, or city attractions, and undergoing all that discomfort in order to save a few hours in a trip to Europe?

A suggestion has been made that the fast service commence at a port on the extreme east of Canada, that the steamers run from there to Galway, where the passengers would take a train across Ireland to Dublin, or Kingstown, then go aboard a steamer to cross the turbulent Irish Channel and finally disembark at Liverpool. The scheme ignores altogether the tourists' desire to avoid as much trouble and discomfort as possible. It would inflict upon travellers by that course an intolerable amount of inconvenience, worry, risk of losing baggage, and such a general upsetting as would be abhorrent to the vast majority of travellers, and to ladies would add a new terror to the Atlantic voyage. Galway is a port situated on the Bay of that name, which is on the west coast of Ireland, about 100 or 120 miles from Dublin, and double that distance from Liverpool. It is 206 miles nearer to Halifax than New York. How would passengers like being turned out of the steamer, say in the night, put ashore at Galway, bundled into a train, after waiting several hours for their baggage and fellow travellers, taken across Ireland to Dublin, there re-shipped on a Channel steamer, say in the dead of

night, and finally landed at Liverpool? No experienced traveller would ever dream of going through such an experience. We are satisfied that a service so organized would not land its passengers from this port, or from New York, so much sooner as to be any compensation for the extra railway travelling, and the bundling into trains and out again, and into steamers and out again, and re-shipping, and worrying after baggage at each transfer. One such trip would be enough for a life-time, and the descriptions that would be published of its discomforts would very soon kill such a scheme.

The proposer thinks it would be necessary for the success of such a scheme to construct a new line to Halifax, so as to reduce the distance of that city from this port to 600 miles. We should like to have the views of the Minister of Railways and of President Sir Thomas Shaughnessy of the C. P. R., on this new project. It is a wild dream to suppose the Government would build this short line to Halifax, and a wilder one still to suppose private capital could be had for such an enterprise. A railway built only to rush passengers between terminals 600 miles apart would never pay, and if its passengers were those destined to land at Galway, then re-ship at Dublin, or vice-versa, its trains would be a beggarly array of empty carriages.

One vital point has been overlooked by those who have discussed the fast service question—the most vital point, which is, that the proprietors of the fast steamers will have the chief voice in fixing on the route and terminals. They will only engage in the enterprise if it promises to be profitable, and if the conditions proposed are adverse to this result they will not be accepted, or they will be changed. Let this city, or Quebec, or Halifax, or Sydney, or St. John, N.B., do, or say what they may, the decision as to the fast line terminals will be fixed, practically, by the proprietors of the steamers. The Government may offer subsidies on condition that certain ports are made terminals, or places of call for landing the mails, but, unless the traffic offering at such ports is regarded as sufficient, with the subsidies, to yield a profit on the invested capital, the fast line service will continue to be a subject for discussion, until a scheme is devised to yield a revenue over and above all expenses.

SOME CIVIC MATTERS.

The summer vacation being now over the City Council may reasonably be expected to resume its labours in the city's interests. It may be said that during the long rest the worthy aldermen have been taking, no unwise legislation has been passed, but on the other hand there are many things that require attention that can only be given by the Council as a whole.

Whilst some matters of vital importance have been neglected or left in abeyance, there seems to be a disposition on the part of some of the aldermen who have remained in town to resort to the old system of going to Quebec to amend the New Charter for various purposes and especially to borrow further millions of dollars for fancy or pet purposes more or less desirable in the public interest.

It was this everlasting tinkering with the Charter, and getting power to borrow, that brought the financial

position of the city into the lamentable straits it has been up to now. The courageous action of the reform element of the Council in the last two or three years has brought matters to a point that if there is no reactionary policy established, there will be plenty of money for all the actual requirements of the city as well as for all necessary new works that may be called for, if carried out as judiciously and economically as the revenue will warrant.

The Council should take warning from the past. A bill has scarcely ever been passed by the Quebec Legislature—introduced by the Montreal City Council—but private interests have caused something to be put in detrimental to the general welfare of the city. What has been done before may be and very likely will be done again, should opportunity be given.

We find in certain quarters one suggestion among others that the city should apply for authority to borrow \$2,000,000 for putting all the streets of the city in proper order with a rush. That is purely extravagant nonsense. That amount is not needed, and could not be spent to advantage in a reasonable number of years in addition to the surplus revenue that will be available next year, and, so far as can now be seen, in all succeeding years.

It may be a pleasant prospect for some aldermen to have the means of distributing such large sums of money as they contemplate and there certainly would be a pretty scramble to get a share of it, but such a measure would not be for the good of the ratepayers.

After a long if not patient waiting on the part of the citizens, the efforts of the majority of the aldermen to put the city's finances on a sound footing have been so far successful that next year there will be considerably more than \$600,000—including what will be authorized under the ten per cent. on the increased valuation—in excess of what has been at the disposal of the Council last year and in the years succeeding the period when the borrowing mania was played out. That is as large an amount as can possibly be economically spent by the city's administration. As a matter of fact, as things are now, with ill-defined ideas and knowledge on the subject of road making now prevailing at the City Hall, it is doubtful if the expenditure of millions will result in making any paving, whether for roadway or sidewalks, that will be any better, or nearer to the ideal, than we now have, to which it is absurd to give the title of permanent works. We may indeed say that there are few that may properly be called permanent pavements. Miles of those made and so called during the past years when the borrowed money was so plenty and the work profitable, have not lasted ten years, and the work has to be done over again, the original cost now forms a part of the debt of the city, the bonds for which have yet from twenty to thirty years to run.

This well illustrates the folly of borrowing money on long dated paper with which to construct such works. "Pay as you go," is a far better principle to act on in such matters. It will be cheaper for the city in the long run, and will be fairer and more honest to the future taxpayers.

There seems to be a spasmodic effort now to introduce new varieties of paving for both roadways and sidewalks. From what we have seen of some of those now being laid, many people will think that a return to, or a retention of, the good old-fashioned macadam for the

roads, and planks for the sidewalks, will be something, at least, to be thankful for in comparison. In point of fact, there is nothing in the city, so far, speaking generally, that will compare for cheapness, comfort and utility, with those just mentioned if they are properly cared for and renewed when necessary before they get out of order. It is too much the fashion for aldermen and some other people to listen to and be beguiled into adopting new methods and material for these purposes, but they always apparently fail to be profitable in the end to all except the promoters and perhaps a few others.

There are many questions that will require the attention of the City Council after the recess. Among them is the relations between the City and the Harbour Board, which unfortunately have been for some time back, and apparently are yet, somewhat strained and in a most undesirable position.

The prosperity of the port of Montreal means the prosperity of the City of Montreal, and yet it is regrettable that so many of those high in authority at the City Hall should be inimical to the real interests of the city in its relations to the harbour. This has been shown on various occasions, but two instances will suffice. The sewer emptying into the harbour at the Customs House has been declared a nuisance, dangerous to the health of the city by the Provincial Board of Health, and the city was last year, after various warnings, ordered peremptorily under pain of penalty, to remove the nuisance. The city ignored that order and the Provincial Board of Health apparently admits that its powers are valueless, and that it is, when the test comes, an impotent organization. That is much to be regretted, because from this cause the harbour is fast, as time passes, becoming a plague spot that mariners will in the future endeavour to avoid. It cannot be denied that the city is bound to care for and dispose of its own city sewage, but some aldermen think different, and that the shipping interest should do so. That matter should be arranged, and doubtless will be, still it appears strange that the city has a Hygiene Committee that is constantly worrying—and very properly—about individual cesspools in the city, that same Committee has never yet said a word about the enormous cesspool the city itself maintains in the harbour, and which is so detrimental to the best interests not only of the harbour but—from a health standpoint—that of every individual citizen of Montreal. The natural query, “why is this thus?” comes in appropriately.

And yet whilst this miserable quibbling was going on, the works were progressing, and the filling up of the ground has proceeded up to the old level of Commissioners street, and the sewer that must be built for the relief of the trouble, as a consequence, will cost tens of thousands of dollars more in consequence of the lack of patriotism in the aldermen or the denseness of intellect on the part of some of them.

Then there is the question of the right to the land that has been acquired for the widening of Commissioners and Common streets. That was possible only by the throwing out of the wharves towards the river, at an enormous cost to the shipping interests, which supports the harbour, and which has cost the city nothing.

The high level arrangement is a settled fact. It may not have been a wise one, but the policy of the city with regard to the flood protection is chiefly—if not en-

tirely—responsible for its adoption. The future progress in obtaining modern facilities renders it absolutely necessary that the railroads shall have means afforded of reaching the ships at all hours of the day and night. To obtain this it will be obligatory that the ordinary traffic shall be on a different level from that of the railways. This point has frequently been urged in these columns, and it is one of vital importance to the future of the port. Yet we find that the representatives of the city standing in the way of using the widened streets in question being used in any way if it should be found necessary.

These views to many citizens will look narrow and inconsistent with the general good, but are strictly in keeping with the opinion of one prominent alderman, who recently stated, according to the reports of the Road Committee a few days ago, that the sewer nuisance in the harbour, which has been denounced by the Provincial Board of Health, is no nuisance at all, and gave as his authority a member of the Harbour Board. The citizens naturally would like to know the name of the intelligent member of the Harbour Board who can possibly have so committed himself to such an absurd opinion.

ADULTERATION OF FOOD.

The efforts put forth by the Inland Revenue Department to check the adulteration of food products by the only practical means, that of exposure, have been productive of fair results. The following percentages of adulterations are not by any means alarming:—

Description of Sample.	Genuine.	Adulterated.	Doubtful	Not Classified.	Total Analyzed.
Canned salmon..	94	5	1	....	100
Lager beer..	8	1	1	....	10
Tea..	38	2	....	....	40
Aerated waters..	61	2	6	....	69
Milk..	127	18	10	....	155
Cream cheese..	16	9	....	....	25
Abbey's effervescing salt..	1	....	....	1	2
Effervescing phosphate of soda	19	40	5	....	64
Pickles..	8	....	2	....	10
Cocoa..	1	6	....	....	7
Jams	14	10	8	....	32
Borax..	31	3	....	....	34
Saltpetre..	25	15	2	....	42
Baking powder . . . . .	....	1	....	....	1
Cream of tartar..	8	1	....	....	9
White lead in oil..	56	43	....	....	99
Fertilizers..	57	7	....	1	65
Vinegar..	31	9	14	....	54
Turpentine..	31	1	....	....	32
Linseed oil..	25	5	....	....	30
Total..	652	178	49	2	881

By the above table from the Blue-Book, milk, as usual, would seem to afford a large proportion of wrongdoing, but a comparison is not practicable, owing to lack of former returns from the larger cities, where presumably the greatest temptation exists.

Effervescing phosphate of soda is conspicuous by its “bad eminence.” Analyst Macfarlane writes of this medicinal preparation that he obtained from the district analysts sixty-four samples, of which only 13, or

20 per cent., were found to be genuine. It is to be hoped that such firms as Wyeth Bros., of Philadelphia; Alfred Bishop & Co., London, England; N. H. Allen, Windsor, Ont.; Lyman Bros. & Co., Toronto; The Toronto Drug Co., and some others will address themselves to the department at Ottawa in respect of any injustice done them in the report, by which they are shown to be supplying their customers in Canada with "adulterated" goods, or goods "low in standard."

Fertilizers are doubtless rightly included in a report on adulteration of food, being "plant food." They certainly can lay claim by demerit to some mention in the connection. White lead in oil covers a multitude of sins, so those who would have the genuine article should buy their own white lead and mix it for themselves. The sinners in this respect are known to the trade, and also to many house owners in Montreal.

One of the largest buyers of the substitute for white lead dug out of the bowels of the earth not many miles from Ottawa is a prominent paint manufacturer not many miles from a business centre.

Our neighbours across the international boundary line have taken some energetic steps in this direction lately, doubtless urged thereto by the lessons of the Cuban war commissariat. We glean from an exchange that a crusade has recently been started by them against the selling of artificially preserved fresh meats and impure food supplies, such as glucose syrup, in line with our own efforts for years past. It certainly is culpable to sell adulterated foods to an unsuspecting public, and much more so to use preservatives injurious to health. Meats will not keep readily, as the ever present germs in the atmosphere are certain to find a ready host in the meat and so set up fermentive processes, resulting in the breaking up of the natural compounds and the formation of various poisonous products. All preservatives used for preventing this germ growth are essentially antiseptics. Some are more powerful than others, but any of them in undue quantities set up violent digestive disturbances. Refrigeration of meat maintains such a temperature that the atmospheric ferments are unable to develop and multiply. Consequently, meat kept at a sufficiently low temperature, and due observance being had to the cleanliness of the receptacle in which it is stored and the proximity of infecting sources, such as other foods, fruits, fish, etc., can be preserved for many months. Carcasses of beef are often shipped from Australia to English ports and there distributed throughout England. This is especially true of mutton. Local developments appear to indicate that the fresh meat supply of Philadelphia is by no means up to the standard set by law. Through the work of the National Bureau of Animal Industry the foisting on the public of carcasses other than those of perfectly healthy animals has been stopped, and the present effort of the Pure Food Commission is an extension of the same principle of maintaining the purity and wholesomeness of public food supplies.

In much the same line are the recent investigations into the character of the preserved meats, usually sold in hermetically sealed cans. The head of the bureau of chemistry, reports that "it is apparently understood among manufacturers that the labels of potted goods are not intended to indicate the variety of meat employed." According to analyses made by experts it is evident that the higher priced goods are not freer from this deception than the cheaper wares. Take, for in-

stance, the potted chicken pate, and game truffles, such as quail, woodcock and pate de foie gras, costing in the neighbourhood of \$1 a pound, the indications are that very little of the fowls indicated are used, cheaper meats and the fats of beef and pork being substituted. Even the better brands of imported pate de foie gras now come prepared in suet, the excuse being that they keep better in this way. Preserved meats are pretty much like sausages, the only standard set is the use of pure meat in their preparation. The use of preservatives in canned goods is not unusual. Purely statistical data in regard to preserved meats amply demonstrate this statement. Aside from the substitution of cheaper meats and fats for higher priced ones, of 43 samples of pates and purees examined 12 were found to be artificially preserved.

Of twenty-five samples of canned sausage only ten were free from preservatives, which consisted largely of boric acid and sulphite. Saltpetre was found in every sample tested, and in many instances an excess amount of starch was found, this being ordinarily added in about the proportion of 2 per cent. to prevent shrinking, though in the cases referred to it was evidently added in such large quantities as to constitute an adulteration. Sausages, like other preparations in which chopped meats are employed, readily discolor when exposed to the air. To make them more attractive and pleasing to the eye, the use of coloring matter is often resorted to. This may consist of aniline dyes and cochineal carmine, though vegetable colors are often detected.

Deviled meats are rarely true to their labels, the maceration giving ample opportunity for the introduction of cheaper meats, which opportunity is evidently well appreciated. Of 12 samples examined three were found to contain boric acid.

Potted ham is a product which one would hardly expect to be unadulterated, but in a number of cases it was found to be mixed with beef. Of 17 samples examined three were preserved with boric acid. Potted beef is about the only variety of potted goods which is true to its label. As before stated the majority of potted chicken and turkey are adulterated in one way or another. On this point it is remarked: "It seems unjust that a firm whose potted chicken consists almost entirely of beef or pork should be permitted to compete with one in whose goods it is apparent that only enough foreign fat or fat meat has been employed to give the desired consistency."

Enlightenment on the character of canned tongue discloses the fact that it is known as ox tongue, lamb's tongue and luncheon tongue. The latter label is used to conceal its origin, the hog. Canned ham and bacon are occasionally preserved with boric acid, and sometimes mixed with cheap meat.

American firms, however, are not the only offenders in the use of artificial preservatives, other than sterilization by heat and hermetical sealing. Of 290 samples of meats of American manufacture examined 18 samples, or 6.2 were artificially preserved, while 28 samples out of 69, or 40.6 per cent. of imported goods contained chemical preservatives. The question of the physiological properties of preservatives commonly used is about to be investigated by the Bureau. The experiments are all to be carried out on voluntary subjects, so that there need be no doubt as to the correctness of the conclusions reached, which might be the case were the experiments conducted with animals. This work is now under

way and will be of inestimable value to the entire civilized world.

The above statements, if known to the consuming public, cannot fail to seriously affect the demand for such goods. Those engaged in their preparation will, it is hoped, conduct themselves in such manner as to save the business from ruin.

The following anecdote from Tom Green's Letters may be relished in the connection:—"Hawkins, an Oxford Don, went with a deputation to see the Honble. Mr. Lowe on the subject of adulterations. The particular complaint was damaged figs being used by a London firm for all manner of purposes. Mr. Lowe replied gravely that all the forces of the Government should be placed at their disposal to suppress breaches of the law, "but," he added, sotto voce, "speaking as a private person, I regard the man who turns rotten figs into raspberry jam as a benefactor of mankind!"

ENGLISH RAILWAY STATEMENTS, 1902.

The statements issued by the English railway companies for half year ending 30th June last, are not as satisfactory as was anticipated. Owing to the corresponding half of 1901 having been an exceedingly lean period, there were sanguine hopes that the lee way then lost would be more than made up this year. While, as compared with 1901, the returns of 1902 show considerable gains, they fall below what was expected. The following shows the traffic receipts for first half of 1901 and 1902 of the 14 main lines of railway, the sterling being converted into currency at \$5 to the pound:—

Company.	Year.	Passengers, Parcels & Mails. Merch'dise. Minerals. Live St'k.			
		\$	\$	\$	\$
London & N.W.	1901	13,696,000	11,479,500	6,801,000	242,000
"	1902	13,785,000	11,502,500	6,964,000	475,500
Gt. Western.	1901	12,121,500	6,888,800	6,963,000	336,500
"	1902	12,378,000	8,336,000	7,215,000	364,000
Midland.	1901	8,291,000	10,534,500	7,299,900	220,000
"	1902	8,311,500	10,648,000	7,688,000	223,000
N. Eastern.	1901	6,580,500	6,971,000	7,115,000	242,500
"	1902	6,611,000	7,119,000	7,040,000	251,000
Lancs. & Yks.	1901	5,348,500	4,489,000	2,716,500	89,500
"	1902	5,339,500	4,513,800	2,820,500	90,000
Gt. Northern.	1901	4,758,000	4,190,500	2,286,000	126,000
"	1902	4,773,500	4,402,500	2,780,500	119,500
Gt. Eastern.	1901	6,686,000	3,790,000	1,295,000	234,000
"	1902	6,699,900	3,950,000	1,391,500	219,500
London & S.W.	1901	7,132,000	2,231,000	998,000	86,000
"	1902	7,290,000	2,243,500	1,056,000	90,000
S. E't'n & Chat.	1901	7,138,500	1,619,000	922,500	54,000
"	1902	7,310,000	1,545,000	979,500	58,000
London & B'ton	1901	5,249,000	1,053,500	769,500	30,000
"	1902	5,363,500	1,049,000	841,000	30,000
Gt. Central.	1901	2,096,000	2,572,200	2,344,500	51,500
"	1902	2,160,000	2,773,000	2,454,000	50,500
N. Stafford.	1901	623,500	658,500	692,000	12,000
"	1902	635,500	693,500	774,000	11,500
Metropolitan.	1901	1,665,000	180,000	102,000	1,500
"	1902	1,642,500	196,000	102,500	1,500
N. London.	1901	806,500	355,500	115,500	4,000
"	1902	797,000	357,500	136,000	3,500
Totals.	1901	82,192,000	57,012,500	40,370,000	1,909,000
Totals.	1902	83,098,000	59,379,500	41,747,500	1,987,500
Inc. 1902 over 1901		906,000	2,367,000	1,377,000	78,500

The total traffic receipts in first half of 1901 were \$181,483,500, and for the same term this year, \$186,212,

500, the improvement of 1902 having amounted to \$4,729,000.

The mixing up of passenger traffic receipts with those from mails and parcels somewhat confuses the record, so that it is impossible to say how much the additional revenue of \$906,000 was from passengers and how much from mails and parcels. The increase of \$2,367,000 from merchandise freight is the most satisfactory item in the statements, as it indicates a very largely increased production and sale of goods this year as compared with first half of 1901. The increase of \$1,377,500 in receipts from mineral freights, chiefly coal, is also a pleasant feature, though it seems to have disappointed some who were looking for a much larger increase. The enlarged receipts from live stock to extent of \$78,500 is really a greater improvement than it looks, for proportionately it is beyond that of other kinds of traffic.

The working expenses in first half of 1901 were \$22,051,500, and this year \$21,711,400, the reduction being \$340,100. All items of expense except coal and coke were greater this year than last. The reduction in cost of fuel per train mile was one penny.

Taking the English railway statements for first half of 1902 as a whole, and comparing them with those of same period last year, they certainly indicate a considerable increase in traffic of all kinds, from which a fair conclusion is that business in England this year is more prosperous than in 1901.

NEW FALL MILLINERY.

Simultaneously with the great wheat harvest of the Canadian West comes the harvest of the wholesale millinery houses of the East, and if the sunshine of prosperity has been shining on the broad expanse of the former, it has certainly shone in no less degree on that equally attractive harvest of fashion which has been rearing its proud head on expanded tables in preparation for the hosts of fair visitors this week.

Well may the word "harvest" be mingled with that denoting millinery, for if production of the one has such sway over commerce for the next six months, the selecting of the other has of late years been looked upon as determining to a large extent the feeling of the country at large in respect to buying and selling. In short, when the milliners buy freely general merchandise is expected to be stirred up, hustled around and turned into money, whereas if decorated hats are approached charily, selected cautiously and paid for hesitatingly, general merchandise, from cashmere to clothes pins, may be expected to hold back, stay in retreat, and eventually move out in small, unsatisfactory quantities.

Now the harvest fields are filled, the millinery emporiums are filled and the person whose vocation calls him this week for an inspection of the new ideas, shapes, colours, trimmings, etc., which go to make the new fall hat attractively sweet and invitingly airy, finds perhaps a little difficulty in moving about the spacious show-rooms owing to the vast throng of buyers who seem more than equal to the best efforts of the wholesale firms. Thus prosperity abounds, better quality hats, and more of them, are being selected, and with a freedom which at once denotes a reserve at the local bank considerably above that which has been brought along, together with a confidence in the country's resources sufficient to meet any and all demands through larger millinery bills.

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A word might be said here for the drygoods trade, that better portion of it which has to do with dress suitings, capes, cloaks, ribbons, etc. The fact of better, costlier hats and trimmings being selected by the millinery trade is at once a better prospect for the above-mentioned in general drygoods. A \$15 or \$20 hat will call for something appropriate in a dress costume, and consequently cashmeres, henriettas, etc., will need be of good to choice quality. Goods at a dollar or over per yard will be more regularly sold, and the experienced drygoods merchant will readily reckon to what extent these conditions will favor his sales, as against keen competition and "bargain sale" clearings which help so largely in destroying profits when the financial condition of the country is at low-water mark.

In millinery fashions hat shapes are again flat with a decided tendency toward turbans and toques. Among the leading colors are cardinal, green and blue. Trimmings include velvets, beavers, panne plushes and soft, rich ribbons in wide widths, which serve to heighten the effect.

The variety in styles, colors, etc., is beyond compare, ranging from black, always good and can be worn with anything, to the most vivid and gorgeous coloring for the younger ladies. Yellow and plush is a new combination which is very effective, and will be much worn. A new and charming combination to children's hats is castor, white, and yellow, while the ever-popular and becoming combination of pink and castor is also shown.

Squirrel skin, for which the dear little alert inhabitant of the woods must give up his coat in life and death, is one of the leading materials which will be much used in the make-up of the best hats, and furs of various kinds will be much in evidence. Ostrich boas and feathers will also be a conspicuous feature this season, and a charming effect is produced in one instance by the boa being designed to encircle the neck after first surrounding the crown. Bird of Paradise sprays are a distinctly new and novel feature, which are extremely handsome, and will undoubtedly become very popular.

There are some features particularly conspicuous among the fall and winter wear. One is the amount of dainty fur trimming on the hats, such as mink, grey squirrel, ermine, etc. The elaborate display of ermine on the coronation robes is responsible for its liberal introduction into the fall headgear. The Bird of Paradise is the great feathered decoration for the season, at once the most expensive and effective.

The hats for autumn wear include a great many plateaux, which lend themselves to a variety of arrangements. Some are left almost flat, resting in front on a crown of flowers or a torsade of velvet. Others bend down in front and back, and have trimming underneath, above or towards the back. Others again have the brim rolled up so as to form a Marquis, or are rolled at the sides, Amazon style. The latter sometimes have a triangular piece cut out of the back, or well around the side, where the trimming—Amazon feather or lace scarf—passes through this opening to hang over the shoulders. A heart-shaped plateau promises to become very popular for the fall. It is composed of coarse straw braids of two colors or shades, and simply trimmed with a low torsade of the same straw, placed close to the indent, (which is arranged to come rather far back on the left side), giving something of the effect of an oyster on its shell. Toques are also built up of small slightly concave plateaux, the edges of which rest on a folded brim—an arrangement that will also be carried out in felt and velvet. Besides these there are plateaux slightly concave in the centre. A new idea is to surround this apology for a crown by a piece of ribbon velvet, folded double and set on end. Sometimes a muffin-shaped piece or a square of velvet is placed in the centre of a flat plateau, bordered rather deeply with the same material.

Greens and browns are the leading fall shades. Young ladies' hats are particularly attractive, the predominant styles being beavers and broad-leafed camel-hair. Mention must also be made of the handsome buckles for fall wear. Gold ornaments have for the moment disappeared, and are replaced almost exclusively by bronze and steel Egyptian buckles of most artistic designs.

THE SHERBROOKE FAIR.

The great success which has marked the Fair at Sherbrooke is to a large extent the result of the encouragement in the way of prizes offered to manufacturers of butter and cheese. The handsome amount of \$500 was donated by the Eastern Townships Bank. Ontario exhibitors excelled in cheese, but the Townships, true to their record of years, carried all before them in the butter line. The example set by the Bank is worthy of imitation.




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U. S. RAILWAY STATISTICS.

From summaries which will appear in the Fourteenth Statistical Report of the U. S. Interstate Commerce Commission being the complete report for the fiscal year 1901, the following is obtained:—

The number of railways placed in the hands of receivers on June 30, 1901, was 45, from which it appears that there was a net decrease of 7 as compared with the corres-

ponding date of the year previous. The number of railways placed in the charge of receivers during the fiscal year 1901 was 10, and the number of railways taken from the management of receivers was 17. The roads under receivers operated a mileage of 2,497.14 miles, of which 1,938.57 miles were owned by them. Of the roads managed by receivers, 2 had an operated mileage in excess of 300 miles, 3 between 100 and 300 miles, and 33 less than 100 miles. Returns for all roads in the custody of the courts are not always available, but as nearly as ascertained it appears that the capital stock represented by the railways in charge of receivers on June 30, 1901, was \$49,478,257, funded debt \$54,748,662, and current liabilities \$14,183,230. These figures show a decrease in capital stock represented as compared with 1900 of \$58,618,598 and in funded debt of \$52,644,360.

On June 30, 1901, the total single-track railway mileage in the United States was 197,237.44 miles, this mileage having increased during the year 3,891.66 miles. This increase is greater than that for any other year since 1893, excepting 1900, when it was 4,051.12 miles. The 16 States and Territories for which an increase in mileage in excess of 100 miles is shown are as follows: Alabama, Colorado, Georgia, Illinois, Indiana, Iowa, Louisiana, Minnesota, Mississippi, Pennsylvania, South Carolina, South Dakota, Texas, West Virginia, Indian Territory, and Oklahoma.

Nearly all of the railway mileage of the country is covered by railway reports received by the Commission. For the year under consideration the operated mileage in respect to which detailed returns were made was 195,570.92 miles. This mileage includes 5,606.08 miles of line on which trackage privileges were granted. Including tracks of all kinds, the aggregate length of railway mileage was 265,366.29 miles, which was classified as follows: Single track, 195,570.92 miles; second track, 12,845.42 miles; third track, 1,153.96 miles; fourth track, 876.13 miles, and yard track and sidings, 54,919.86 miles. From these figures it is noted that there was an increase of 6,581.99 miles in the aggregate length of all tracks, of which 2,766.84 miles, or 42.03 per cent., were due to the increase in yard track and sidings.

The number of the railway corporations included in the report was 2,057. Of this number 1,015 maintained operating accounts, 803 being classed as independent operating roads and 212 as subsidiary roads. Of roads operated under lease or some other form of contract, 328 received a fixed money rental, 173 a contingent money rental, and 272 were operated under some other form of agreement or control. During the year railway companies owning 8,565.78 miles

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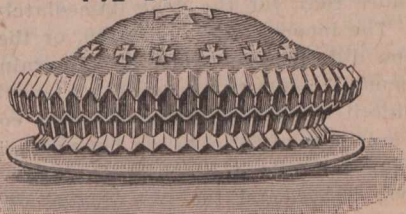
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of line were reorganized, merged, consolidated, etc. The corresponding item for 1900 was 14,318.13 miles.

The number of persons in the employment of the railways of the United States as reported for June 30, 1901, was 1,071,169, or an average of 548 employees per 100 miles of line.

The amount paid in salaries and wages to employees during the year ending June 30, 1901, it is seen, was \$610,713,701, which was \$33,448,860 in excess of what was paid during 1900. The compensation of the railway employees for 1901 is equivalent to 59.27 per cent. of the operating expenses of the railway companies and 38.44 per cent. of their gross earnings.

The amount of railway capital outstanding on June 30, 1901, was \$11,688,177,991. This amount, on a mileage basis, represents a capitalization of \$61,528 per mile of line. Of the total capital stated, \$5,806,597,104 existed in the form of stock, of which \$4,475,439,721 was common stock and \$1,331,157,383 preferred stock. The amount which existed in the form of funded debt was \$5,881,580,887. This amount comprised the following items: Mortgage bonds, \$5,048,811,611; miscellaneous obligations, \$545,780,485; income bonds, \$218,872,068, and equipment trust obligations, \$68,116,723. The amount of current liabilities, which is not included in the foregoing figures, was \$620,403,419, or \$3,266 per mile of track.

The amount of capital stock paying no dividends was \$2,829,021,925, or 48.73 per cent. of the total amount outstanding. Omitting equipment trust obligations, the amount of funded debt which paid no interest was \$361,905,203. Of the stock paying dividends, 8.82 per cent. of the total amount outstanding paid from 1 to 4 per cent., 13.37 per cent. paid from 4 to 5 per cent., 10.47 per cent. paid from 5 to 6 per cent., 8.71 per cent. paid from 6 to 7 per cent., and 6.67 per cent. paid from 7 to 8 per cent. The amount of dividends declared during the year was \$156,735,784, which is equivalent to a dividend of 5.26 per cent. on the amount of stock on which some dividend was declared. The amount of dividends declared in 1900 was \$139,597,972. The amount of mortgage bonds paying no interest was \$198,675,968, or 39.35 per cent.; of miscellaneous obligations, \$78,072,489, or 14.30 per cent., and of income bonds, \$85,156,746, or 38.90 per cent.

The number of passengers carried during the year ending June 30, 1901, as shown by the annual reports of railways, was 607,278,121, showing an increase for the year of 30,412,891. The number of passengers carried one mile—that is, passenger mileage—was 17,353,588,444, there being an increase in this item of 1,314,581,227. There was an increase in the density of passenger traffic, as the number of passengers carried one mile per mile of line in 1901

was 89,721, and in 1900, 83,295. The number of tons of freight carried during the year was 1,089,226,440, a decrease of 12,453,798 being shown.

The average revenue per passenger per mile for the year ending June 30, 1901, was 2.012 cents. For the preceding year it was 2.003 cents. The revenue per ton of freight per mile was 0.750 cent, while for 1900 it was 0.729 cent. An increase in earnings per train mile appears for both passenger and freight trains. The average cost of running a train one mile also increased. The percentage of operating expenses to earnings was 64.86 per cent.

For the year ending June 30, 1901, the gross earnings from the operation of the railways in the United States arising from the operation of 195,570.92 miles of line were \$1,588,526,037, being \$101,481,223 more than for the fiscal year 1900. The operating expenses were \$1,030,397,270, having increased in comparison with the year preceding \$68,968,759. Gross earnings were in detail as follows: Passenger revenue, \$351,356,265—increase, as compared with the preceding year, \$27,640,626; mail, \$38,453,602—increase, \$701,128; express, \$31,121,613—increase, \$2,705,463; other earnings from passenger service, \$8,202,982—increase, \$41,960; freight revenue, \$1,118,543,014—increase, \$69,286,091; other earnings from freight service, \$4,065,457—increase, \$719,545; other earnings from operation, including unclassified items, \$36,783,104—increase, \$395,810. Gross earnings from operation per mile of line were \$401 more than for the year ending June 30, 1900, being \$8,123.

The operating expenses of the railways already stated were distributed among the four general divisions as follows: Maintenance of way and structures, \$231,056,602—increase, \$19,836,081; maintenance of equipment, \$190,299,560—increase, \$19,836,081; maintenance of equipment, \$190,299,560—increase, \$9,125,680; conducting transportation, \$365,265,789—increase, \$36,149,463; general expenses, \$42,566,553—increase, \$3,237,788; undistributed, \$1,208,766. The operating expenses amounted to \$5,269 per mile of line, or \$276 more than for the year immediately preceding.

The income from operation, or the amount representing the difference between gross earnings and operating expenses, commonly termed net earnings, was \$558,128,767, this item showing an increase as compared with the previous year of \$32,512,463. The average amount of net earnings per mile of line for the year ending June 30, 1901, was \$2,854, and for 1900, \$2,729. The amount of income received from sources other than operation was \$179,746,449. Included in this amount are the following items: Income from lease of road, \$111,637,907; dividends on stocks owned, \$28,822,788; interest on bonds owned, \$12,355,312, and miscellaneous income, \$27,230,442. The total income of the railways, \$737,875,215—that is, the income from

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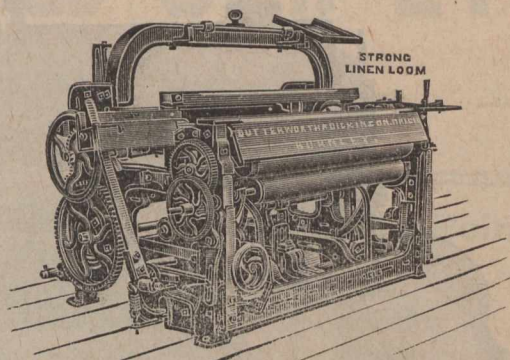
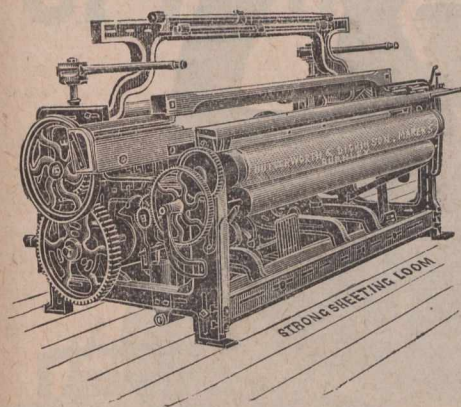
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operation, increased by income from other sources—is the item from which fixed charges and analogous items are deducted in order to ascertain the amount available for dividends. The total deductions of this character amounted to \$496,363,898, leaving \$241,511,317 as the net income for the year available for dividends or surplus.

The amount of dividends declared during the year (including \$10,752 other payments from net income) was \$156,746,536, leaving as the surplus from the operations of the year ending June 30, 1901, \$84,764,781. The surplus for the year 1900 was \$87,657,933. In the amount stated for deductions from income, \$496,363,898, are embraced the following items: Salaries and maintenance of organization, \$532,299; interest accrued on funded debt, \$262,094,838; interest on current liabilities, \$5,526,572; rents paid for lease of road, \$112,644,822; taxes, \$50,944,372; permanent improvements charged to income account, \$31,939,761; other deductions, \$32,681,234. Statistics relating to Canadian traffic will appear in next issue.

THE MINES OF ONTARIO.

The Ontario Department of Crown Lands has issued the annual report of Mr. T. W. Gibson, director of mines, for 1901, which shows substantial progress. It is a comprehensive document, including valuable information concerning the explorations and investigations made by the officials of the Bureau and others to ascertain the extent and value of our mineral resources. The production of minerals during the year reached a total value of \$11,831,086, as compared with \$9,298,624 in 1900, and \$7,235,877 in 1898. The most noteworthy feature is the increase in the metallic output, which was \$5,016,734 last year, as against \$2,565,286 in 1900, and \$1,689,002 in 1898. The metallic products formed 42 per cent. of the total last year, as compared with 28 per cent. in 1900. The great increases were in copper-nickel and pig-iron; gold and silver, which are now relatively small factors, showed a falling off.

First in importance is the nickel-copper industry, which is advancing by leaps and bounds. The output of nickel ore for the year was 8,882,000 pounds, of 4,441 tons, worth in the matte \$1,859,970. The output has increased 25 per cent. in quality and 145 per cent.

in value over that of 1900. The value of the copper contents of the matte, amounting to 4,197 tons, was \$589,080, as compared with 3,364 tons, worth \$319,681 in 1900. In 1897 the yield of nickel was valued at \$359,651, and that of copper at \$200,067. In that year the number of tons raised was 93,155, and the number smelted 96,093, while last year 326,945 tons were raised and 270,380 smelted. Later returns, covering the first three months of the present year, show that the industry continues to advance. There was a gain of \$354,498 in nickel and \$121,545 in copper over the corresponding period of 1901, due largely to a marked improvement in the process of smelting.

The quantity of iron ore produced in 1901 was over three times the output of 1900, largely owing to the extensive developments of the Helen mine, which forms the principal source of supply. The yield was 273,538 tons, worth \$174,428, as compared with the previous year's output of 90,302, of the value of \$111,805. Pig-iron also showed an extensive increase, due mainly to the operation of an additional furnace. The yield was 116,370 tons, of the value of \$1,701,703, an increase over 1900 of 53,984 tons and \$765,637 in value over the product of 1900. While in that year only 23 per cent. of the ore made into pig-iron was the product of Ontario mines, the percentage of native ore had risen in 1901, to 57 per cent. The growth of the steel industry is one of the most noteworthy features of the year. Its output was 14,471 tons, valued at \$347,280, while the year previous it was only 2,819 tons, worth \$46,380. Iron and steel making employed 580 hands, the wages paid amounting in the aggregate to \$274,554. Bounties amounting to \$25,000 were paid out by the Provincial Government for the encouragement of the industry.

Zinc production has not as yet attained any considerable proportions. There is only one mine in operation, the output of ore from which was 1,500 tons, of the value of \$15,000. There were only nine gold mines contributing to the output of 1901, which amounted to 14,293 ounces, valued at \$244,443. In 1900, 18,767 ounces were produced, worth 297,861. The later returns for the first three months of 1902 are of a more encouraging character, as the gold output showed an increase in value amounting to \$22,548, as compared with the corresponding period of 1901.

The silver product was 151,400 ounces, valued at \$84,830 as compared with 160,162 ounces, valued at \$96,367 in 1900. There was a gain amounting to \$4,954 in the yield of the

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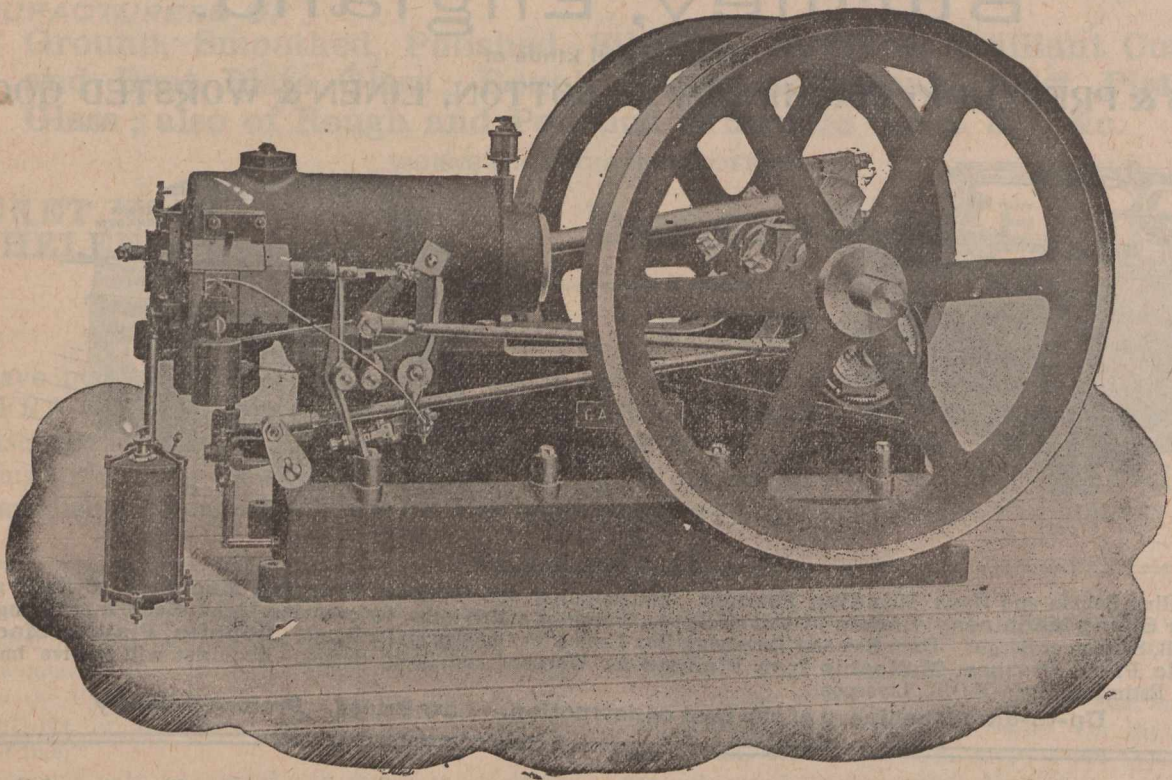


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first three months of the present year. The returns of non-metallic products show fewer noteworthy changes than the record of metallic production. Petroleum products have fallen off from \$1,869,045 to \$1,467,940, but this decline is compensated by increases in most of the other items, bringing the total slightly in advance of the production for 1900. Iron pyrites has been added to the schedule, with an output amounting to \$17,500, and the value of corundum produced has risen from \$6,000 to \$53,115.

The report comprises a review of Ontario's mineral display at the Pan-American by Frank N. Speller, with a list of the awards. Prof. A. B. Willmott gives a description of the great mineral and metallurgical industries centreing at Sault Ste. Marie. Prof. A. B. Coleman reports as to extensive explorations in the iron ranges of northwestern Ontario, and Prof. Miller with regard to investigations in the eastern gold belt and in other directions where the field for mineral research appeared promising. Dr. Goodwin contributes an account of the Summer Mining School, organized by the Bureau, and a paper on arsenic mining is furnished by J. Walter Wells of the Provincial Assay Office.

THE PAYING TELLER.

(A paper by Alfred M. Barrett, of the Western National Bank, New York,—Concluded.)

One of the details of the paying teller's work which is unthought of by any but those immediately connected with banking, is that of keeping his currency in good

shape. This involves the exercise of patience, good judgment and untiring industry. He must carefully weed out his mutilated money, always bearing in mind the danger of running foul of Treasury regulations. The "mutilated" he sends to Washington must bear inspection as having been naturally mutilated. He must not, if he runs across a greasy, unkempt looking bill, tear it across or gouge a hole in it; that is, it must not appear as though he had done so, but (and this I put in parenthesis) if his fingers should accidentally bore holes in a ragged bill while handling it, the department cannot assume that it was done on purpose. The teller must have clean money, and, in a great many cases, he must have new money for good customers and friends of the bank. We all know the individual who is fond of carrying new money about with him, and when his friends comment upon it, says: "Oh, my bank always gives me new money; they know I like it;" the boast serving the purpose of letting people know he is on good terms with his bankers to be treated with such consideration.

Besides providing himself with clean money and with new money, the paying teller must be careful that he has his money in such denominations as are likely to be needed at different times, for there are seasons in banking as well as in the natural world. There are seasons calling for certain denominations of money. There is a demand for large-sized bills at one time, and bills of a smaller size at another, which the paying teller who wishes to be up to his work must bear in mind. It is very awkward and expensive to have a bank find itself called upon to ship money in certain denominations, when the shelves of its reserve vaults are loaded with unavailable stuff.

This brings me to another branch of the paying teller's work—the shipment of currency. I will not dwell on this,

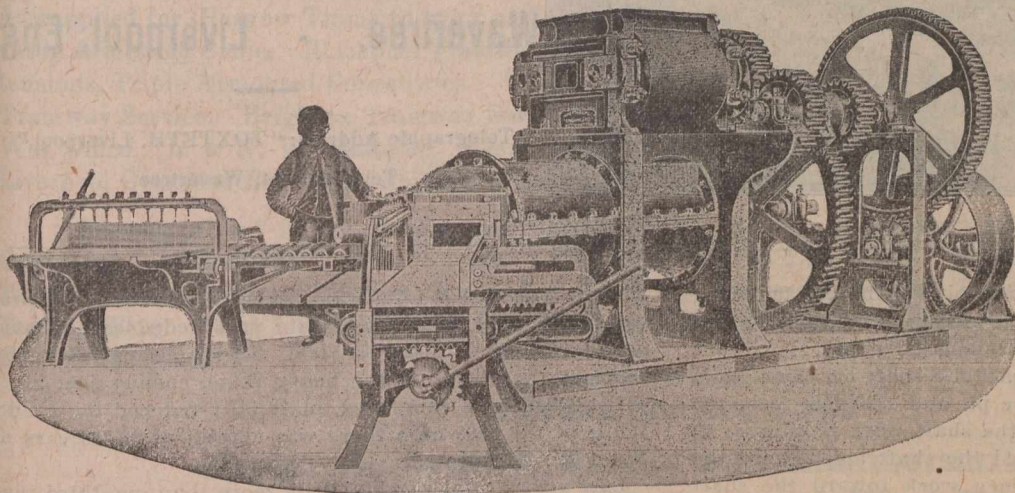
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however, as now that specialization is so well established, most banks of any size have a currency department which takes this labor off the teller's hands. Yet, in banks where the paying teller still does this sort of work, we all know how careful he must be and how painstaking not to make a mistake, for the troubles likely to accrue out of the shipment of money are endless.

It is apparent from this glance at the various items of a paying teller's work that it falls naturally into two divisions:

(1) Work which now belongs to the paying teller's department and must always continue to be done by the paying teller; and

(2) Work now done by some, if not all paying tellers, which might well be provided for in another department.

In the first class, I would place:

(a) The actual payment of checks over the counter in cash.

(b) Examination of signatures of all checks whether presented at the counter, received by mail, or through other departments, or from the clearing-house.

(c) The making up of the debit balance for the clearing-house.

In the second class I would place:

(a) Certification of checks.

(b) Examination of checks for discrepancies in filling and dates.

(c) Examination of endorsements.

(d) Keeping currency in good shape.

(e) Making up shipments of currency and deposits for the Treasury.

As before stated, the certification of checks might be made the duty of an executive official, relieving the paying teller of this duty. The examination of checks for discrepancies in dates and fillings and the examination of endorsements, as also the watch on them for stop pay-

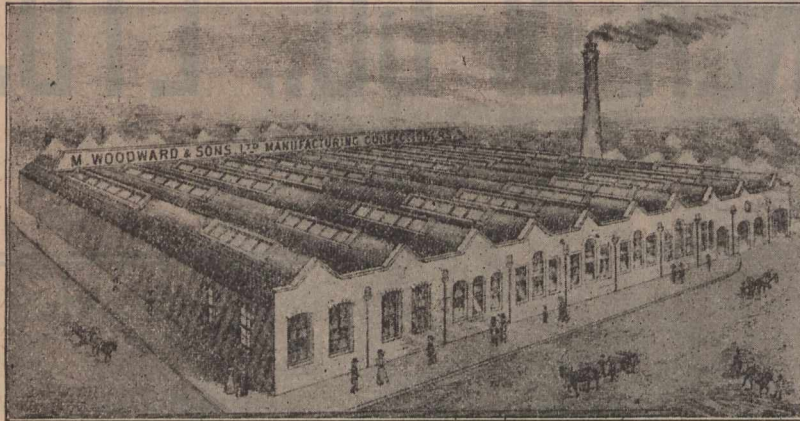
ment might well be taken from the teller and made a part of the bookkeepers' work; indeed, in many banks, this is the case. The keeping of currency in good shape and the making up of shipments and deposits might be made a part of the work of the currency department, if the bank had such a department.

In these days of specialization of work the tendency in all business lines of effort is to limit the range of function of an individual. Such a limitation as I have indicated, would, I think, make for greater efficiency of service in a bank; would facilitate the transaction of the business of its clients, and last, but not least, under such a system the paying teller, not having his duties distributed over such a wide range, would be able to give closer attention to such as would be left to him, and these the most important, the change conducing to safety of the bank's interests.

NIAGARA'S NEW TUNNEL.

Fashioned by the hand of man, there will shortly be completed at Niagara Falls, Ont., a plant which will vie with the attractiveness of the Falls as a wonder of the 20th century. Night and day, says a report, hundreds of men are working in excavating a second great tunnel and the third great wheel-pit at Niagara in order that an additional supply of electric power may be obtained through the application of the waters of the river to wonderful turbines, which in turn will actuate powerful generators, the most wonderful ever constructed. This work is going forward on the Canadian side. The tunnel is to be 2200 feet long, and it will discharge its waters right at the base of the world-famous Horseshoe Fall. The tunnel is being excavated nearly 200 feet below the surface of the earth, driven through the hardest kind of limestone rock

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for its entire length. The wheel-pit will be 250 feet long and about 180 feet deep. It has already been sunk 60 feet, or about one-third of its contemplated depth.

Between the wheel-pit and portal a shaft has been sunk. This shaft is 900 feet from the pit and 1300 feet from the portal. From the bottom of the shaft work progresses in both directions, that is toward the shaft and toward the portal, and other gangs of men work toward the shaft from both the pit and portal. Between the pit and shaft only about 50 feet of rock remain to be taken out, and between the shaft and the portal there are about 250 feet of rock to be blasted away. When this is done the tunnel will be open from the pit to the lower river, but there will remain the entire lower bench to be blown out. The contractor feels that this bench can be taken out in three months. The rock of the lower bench will be used in making concrete and in filling back of the brick lining, for the tunnel and pit are to be lined from end to end, from top to bottom, with vitrified brick, the same as the tunnel and pits on the New York side of the river. Brick laying will begin some time in December, in all likelihood.

WESTERN WHEAT STATISTICS.

The first car of new heat, says a Winnipeg report of the 2nd inst., has arrived in Winnipeg, and was purchased by the Ogilvie Mills Company. This is the forerunner of what will be the heaviest crop movement in the history of Canada, and this first arrival was naturally a matter of interest to all the local grain men. The new arrival, after being officially inspected, was pronounced to be No. 1 hard, Manitoba's finest. The honor of shipping this to market and having it officially inspected, falls this year to the village of Plum Coulee. The deliveries of new wheat this fall are twelve days later than last season, when from August 19 to the end of the month there were 52 cars received and inspected here.

Some idea of the enormous yield of wheat and the other grains produced in Manitoba and the North-West territories this year may be gathered from the fact that during the crop year from September 1, 1901, to August 31, 1902, the total amount of grain inspected aggregated 49,037,240 bushels, an increase over the previous crop year of 36,073,260 bushels, while, as compared with grain inspected during the crop year of 1899 to 1900, the year just ended shows an increase of 20,784,890 bushels. To haul this record yield to market 57,500 cars were inspected against 15,405 the previous year, and 33,663 during the year from September, 1899, to August, 1900.

While last year's crop was largely in excess of all previous years, the quality of grain produced does not compare favorably with the '99 yield. This is accounted for by the fact that last fall the heavy rains, coming just after cutting had been completed, materially reduced the grade. While of the 1899 crop there was a total of 23,288 cars of No. 1 hard inspected.

Last year's total reached little more than one-third that amount, being only 8,282 cars. Owing to damp conditions a large proportion of the wheat which would otherwise have been graded No. 1 hard was reduced to lower grades. A grain merchant placed the total grain crop of Manitoba and the North-West Territories at 100,000,000 bushels. This, he said, meant a substantial income for the 400,000 inhabitants of the Western Country. If the average price for grain were estimated at 50 cents per bushel, that would be conservative, but it would mean an income of \$50,000,000 to the country from grain alone. This year's crop is looked upon by many as the most wonderful ever known in any country under similar conditions.

Reports from all sections of Manitoba and the North-West Territories indicate continued favorable weather conditions for harvesting operations. At one or two points in Manitoba, notably Minnedosa, frost was reported on Sunday night, but the temperature did little more than reach the freezing point, and as it will now take several degrees of frost to do any injury, it is not thought that damage will be done to any of the uncut grain.

According to the current issue of the Corn Belt, an immense crop of corn is maturing in the fields of Nebraska, Iowa, Northern Kansas, Northern Missouri, and North-eastern Colorado. Reports gathered from 900 agents in the territory covered indicate that the silk and tassel have served their functions and are withered and that the crop is so far advanced as to be past danger from any source. These same reports say all small grains are cut and in the stack, and that threshing has reasonably progressed.

DAIRY PRODUCE.

A private London circular, date August 22nd, treating of the dairy produce situation, says:—Butter.—Cloudy and showery weather continues, and although warmer temperatures prevail, the normal heat and dryness of August are unknown this year. The demand for Canadian butter continues slow, owing to competition of several European and Siberian butters. Prices remain unaltered on the week, although values are inclined to be firmer in Canada. The fall in Danish last week has had little effect on Cana-

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dian. The Copenhagen official quotation is unchanged, with a firm market in Denmark. The imports of all kinds of Continental butters continue large, and for the last two weeks Canadian have also been large. Russian appear to be declining, nevertheless the total imports of all classes of butter last week was 109,281 cwts., which is 11,669 cwts. in excess of any previous week. It is probable that this excess is partly due to the accidental entry of part of this week's supplies in last week's receipts.

Cheese.—The demand for Canadian continues good and there is no alteration in prices to record. Imports for the last two weeks have been very large from Canada. Prices on the spot remain unchanged at 49s to 50s for choicest and 47s to 48s for finest. Corresponding week, 1901, Canadian choicest sold at 48s to 49s, and finest at 45s to 47s.

LEGAL RECORD.

The following is a record of transactions and cases in our Canadian courts of law, comprising Writs Issued and Judgments Rendered for sums of \$300 and upwards (Montreal, from \$175 and upwards), and Chattel Mortgages and Bills of Sale (for sums of \$550 and upwards), as taken from the public records. It will be understood that the actions or items do not necessarily affect the credit and soundness of the persons or concerns named, as they may have been paid or otherwise settled, and that good defence may exist in case of writs, etc.:

WRITS ISSUED—ONTARIO.

Delhi—Martha J. Spears vs Jacob Sovereign, \$5,749; Dundas—T. D. J. Farmer vs Eliza J. Inksetter, \$630; Hamilton—T. D. J. Farmer vs W. J. & Elizabeth Lighthouse, \$512; Sherwood Tp.—A. Burmoski vs Adam Vankouskis \$2,000; Waterloo—N. Smith, Sr. vs. Waterloo Mfg. Co., Ltd.,

\$576; Bowmanville—Mary J. Christie et al, exrs vs J. W. & D. W. Alexander and Toronto & Dominion Organ & Piano Co., Ltd., \$3,087; Leeds Tp.—J. McIlroy, Jr. vs John McArdle, \$400; Listowel—Annie Bradley vs Wm. Walters \$500; Niagara Falls—Imperial Bank vs W. R. Ferguson \$603; Oneidaga Tp.—W. J. Admour vs. M. Russell, \$1,000 damages; Percy—Central Canada L. & S. Co. vs John and Mary A. Allan \$5,160; Rat Portage—V. W. Larue et al. exrs vs Murdock Nicholson \$460; Sault Ste. Marie—J. Hogg vs Wm. Vaughan \$600; Toronto—Toronto Mortgage Co. vs Jas. Dawson \$377; R. Carrie, vs J. M. Hamilton & Sons \$2,227; N. Manning vs A. J. Small \$460 damages; —H. Totton vs Nickle Copper Co., Ltd., \$65,000.

WRITS ISSUED—MANITOBA & N.W.T.

Manitoba—S. Hunter \$1,322; Tumbell—J. F. Ringrose & H. Rolston \$524.

JUDGMENTS RENDERED—ONTARIO.

Ottawa—Berlin Raycycle Co. agt Young Bros. \$676; Toronto—Copeland Brew. Co. agt Thos. Bennett \$520; G. W. Lee et al. agt A. S. Case \$358; R. S. Williams & Sons Co. agt McFarlane & Co. & W. H. McFarlane \$323; Warton—Warton Beet Sugar Mfg. Co. agt M. J. Byrne \$1,028.

JUDGMENTS RENDERED—QUEBEC.

Farnham—Rev. A. C. Larose esql. agt Chas. Boisvert \$5,119; Montreal—City of Montreal agt De Eliza McIntosh et al \$394.

JUDGMENT RENDERED—NOVA SCOTIA.

Glace Bay—Stephen McLeod \$9,511.

EXECUTIONS—QUEBEC.

Cote Visitation—A. Goyer agt Godfroi Granger \$1,115;

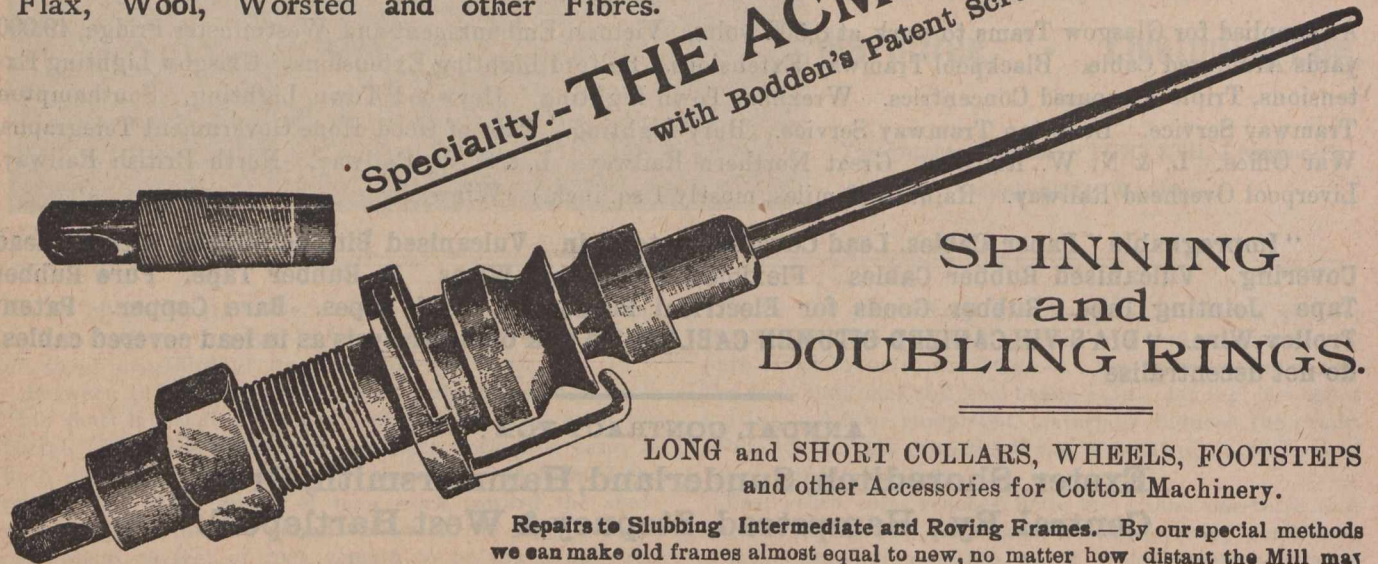
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Montreal—A. Brodeur agt G. S. Cuvillier \$339.

BILLS OF SALE—ONTARIO.

CHATTEL MORTGAGES—ONTARIO.

Beamsville—Edward Anderson to G. S. Karr \$774; Galt—C. L. Haas to J. E. Bend \$2,200; Hamilton—S. J. Read & Edward Kulmer to C. S. Wilcox, Ont. Elec. Light & P. Co. \$5,158; London—G. H. Monger to N. C. Peterson \$1,500; G. H. Monger to J. M. McEvoy \$630; Niagara—Henry & Letitia Bell to Taylor & Bate \$671; Picton—H. R. Barton to Addie F. Herrington ..1,650; Renfrew—W. J. Kerr to J. Murphy ..1,078; St. Catharines—T. A. Nicholson to G. A. Begy \$1,000; Sherwood Tp.—John Billings et al to W. J. Mohr et al \$700; Thamesford—G. H. Harvey to G. A. Clare et al \$980; Toronto—H. L. Dunn and wife to J. Porter \$1,539; Collingwood—John Birnie, Jr., to Toronto Mtge Co., \$1,628; Hamilton—H. Arland & Co. to Ames Holden Co. \$3,456; Amos Potts to T. Myles Sons \$1,057; Peterboro—Henry & Co. to Ontario Bank \$1,500; Martin McFadden to Margt. McFadden \$2,540; Schrieber—Wm. Fraser to S. Otisse \$941; Toronto—E. B. Clancy to Toronto B. & M. Co. \$9,099; E. B. Clancy to O'Keefe Brewery Co. \$10,333; W. J. Laing to R. W. Pentecost \$2,000; Whitefish—Alfred Munsy to T. D. Cox \$673; Windsor—Wm. Guttentberg to Walkerville Brewing Co. \$1,327.

CHATTEL MORTGAGES—MANITOBA & N.W.T.

Portage la Prairie—C. O. M. Bell \$1,390.

CHATTEL MORTGAGES—BRITISH COLUMBIA.

Moyie—Johnston Bros. \$2,000; Vancouver—W. H. Higgins \$7,000.

Cornwall—M. W. Blanchard to A. Blanchard \$850; Aytton—Mary & John Fink to J. W. Scott & Son ..680; Barrie—Harry Cook to A. Davis \$700; Bayfield—Laura Murray to C. M. Dykes \$550; Midland—Turner Lumber Co. to R. Laidlaw ..16,000; Simcoe—A. & B. McQueen to C. A. Yokom \$1,200.

BILLS OF SALE—MANITOBA & N.W.T.

Portage la Prairie—Mrs. M. Bell \$1,390.

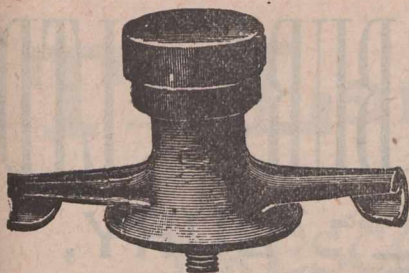
BILLS OF SALE—BRITISH COLUMBIA.

Vancouver—D. M. Stewart \$4,500.

Conditions are ripe in Germany, says a Washington, U.S., letter, for just such a world-wide combination of the iron and steel industries as it has been reported J. Pierpont Morgan has in contemplation. A special report from Consul-General Frank H. Mason at Berlin, made public by the State Department, seems to indicate that unless the German iron and steel manufacturers can be assured of their home market and a share in the foreign markets there is danger of a crisis in the industry in Germany. According to this report plants have been multiplied in Germany to such an extent that there is danger of the supply of manufactured materials far outrunning the demand. The report shows that while the exports of iron and steel from Germany during the first six months of 1902 amounted to 1,503,742 metric tons, as against 994,404

Telegrams : "ISOLABLE," London.

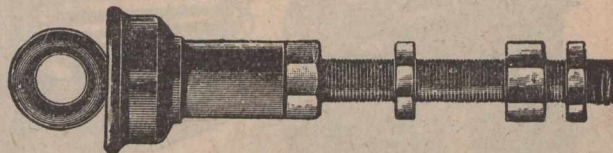
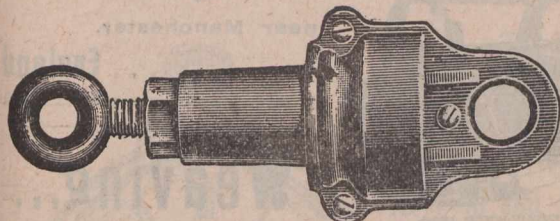
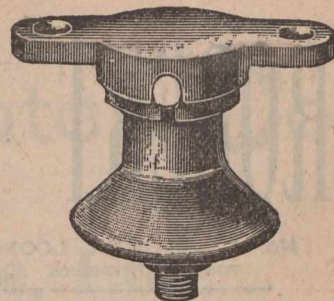
OVERHEAD



Line

AMBROIN

Material



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metric tons for the same period in 1901, being an increase of 51.2 per cent., the value of the exports in 1902 was \$70,852,600, against \$57,143,800 for 1901, an increase of but 22.7 per cent., showing that a large part of the exports was marketed abroad at a sacrifice. There has been much complaint in this country about the alleged selling of iron and steel products abroad cheaper than they are sold in the home market. The German manufacturers frankly admit the necessity for this, and at a recent meeting in Cologne a great combination was formed, embracing the Westphalian coal syndicate, the coke syndicate, the Westphalian siegen and Lorraine-Luxemburg pig-iron syndicates, the Halbzeug syndicate, the Wire Drawers' Association, and the syndicate of sheet metal, girders, and structural iron, with other bodies, in which the members bound themselves to contribute to such members as export their produce a bonus equal to the difference between the current price in German markets and the price actually obtained abroad. In other words, the purchaser in the home market is charged enough for what he buys to make the profit on exported iron and steel products equal to that which is received in Germany. The tendency, of course, will be to increase greatly German exports, for the exporter can undersell any competitor in the foreign market.

—Hon. James Sutherland is pushing forward the important undertaking of increasing and improving the aids to navigation of the St. Lawrence route. In submitting to the House last session his estimate of \$280,000 for this purpose, including also the purchase of a steamer for tidal surveying purposes, the Minister of Marine, says an Ottawa letter, outlines the scheme of improvement in a speech which was approved by members on both sides. The more important improvements include a quick flash-light at Cape Race, a first-rate light and fog signal at Cape Pine, and improvement of the light and fog signal at Cape Ray. These are in Newfoundland, but in the interest of St. Lawrence navigation these aids are chiefly established and maintained by the Canadian Government. At Belle Isle a new light and fog alarm are to be placed on the north-east end of the island; at the east-end of Anticosti Island a lightship is to be established, while new bell buoys and lights are to be established at every point of possible danger not already provided for, all the

way up to Quebec and thence to Montreal. A pamphlet containing the particulars of these proposed improvements as given to the House by the Minister has just been issued by the department for distribution to mariners and others interested, and many enquiries for copies have been received from shipping firms in Canada and Great Britain. The publication contains a map of the St. Lawrence route from Belle Isle and Cape Race to Quebec, with the proposed new aids to navigation noted upon it. Mr. Thos. Harling, manager of the Leyland Steamship Line, invited Mr. Sutherland to visit Father Point on September 10th, to see the new acetylene light in operation.

—We learn from Toronto that the commissioners of the Temiskaming & Northern Railway at a recent meeting approved of what is known as the eastern route and decided to ask for tenders for the construction work on the new railway at once. There were present at the meeting Messrs. B. W. Folger of Kingston, M. J. O'Brien of Renfrew, F. E. Leonard of London, A. E. Ames and the secretary-treasurer of the commission, P. E. Ryan. Reports were received from Mr. E. S. Senkler of North Bay, the solicitor; Mr. W. B. Russell, the chief engineer, and Mr. George A. Mountain, the chief engineer of the Canada Atlantic Railway, who has been acting in the capacity of consulting engineer for the commission. Mr. Mountain's report was entirely in favor of the eastern route, the line located by the Nipissing & James Bay Ry., was through a tract of country of practically solid rock and hard pan. The grades were also much heavier than by the eastern route, which was through a more fertile and heavily timbered country. The report, which was in support of that presented by Engineer Russell, was adopted. It was decided to call for tenders forthwith for the construction of the whole line of railway, including the clearing of right of way, grading, trestle work, ballasting and track-laying. The masonry, culverts, bridging and rails and fittings used in the work will be first-class in every respect, and the work will be prosecuted with all possible despatch.

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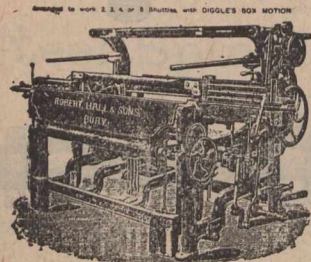
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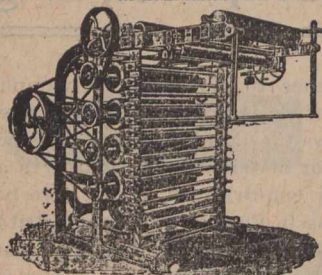
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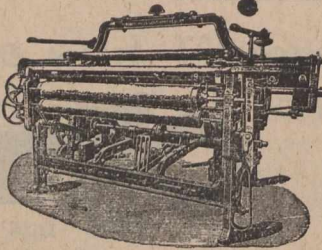


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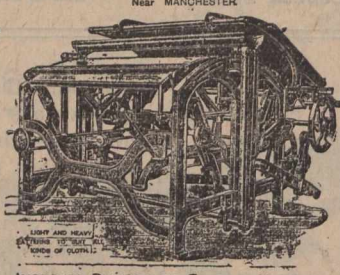


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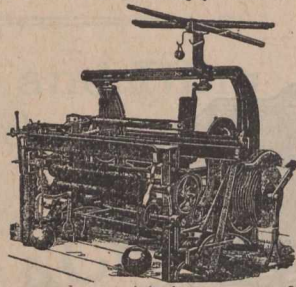


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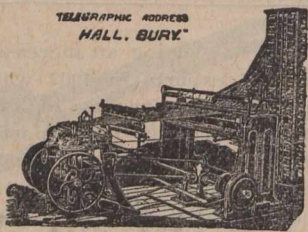


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—From Victoria, B.C., we learn that an exposition of the British-Chinese commercial treaty was given by C. Dungeon, one of the British special commissioners, to a special meeting of the Shanghai branch of the China Association on July 31. The first article provides for the protection of trademarks, the second article for increased facilities at the open ports for landing and reporting merchandise in bond, with additional bonding facilities. By the third article China undertakes improvements in Canton River and Harbor. The fourth article provides that drawbacks shall be issued by the Imperial maritime customs within three weeks of the presentation to the customs of the papers entitling the applicant to receive such certificates. Under the sixth article, China will provide a uniform national currency. Article VII. settles the status of the liabilities of the Chinese shareholders in British joint stock companies. Article VIII. is that in which the likin is dealt with. Article IX. provides for drastic amendments of the present rules relating to inland navigation. The eleventh article deals with treaty port areas. The twelfth expresses China's desire to reform her judicial system. Great Britain agrees to give every assistance in this reform. The thirteenth binds Great Britain to join any joint commission that may be appointed to investigate the missionary question. The fourteenth and last article relates to the movement of rice and grain.

—Mr. F. C. Hare, head of the poultry fattening branch, Department of Agriculture, returned from a tour of the Maritime Provinces, reports that arrangements have been made for the establishment of six chicken fattening stations in Prince Edward Island, and one each in Cape Breton, Nova Scotia and New Brunswick. They will commence operations about the 10th of September, each station being provided with crates for fattening from 500 to 1000 chickens. Three lots of chickens will be fattened, four weeks being allowed to elapse between each lot. It is expected that 15000 chickens will be fattened this year, or more, if suitable birds can be obtained. They will be exported from Charlottetown on the steamship Manchester Commerce and disposed of at Manchester. The six stations to be established on Prince Edward Island will buy every suitable chicken which is produced there, and as a record of the cost of feed and transportation will be kept by the fatteners, it is hoped that this illustration of ex-

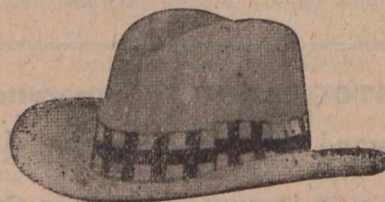
port trade will eventually lead to large firms handling the Maritime chicken export business. At the present time the bulk of the chickens in the Maritime Provinces are being consumed on the Sydney, Cape Breton, market. Mr. Hare will shortly visit the stations at Bowmanville, Holmesville and Renfrew, Ontario.

—Toronto advices of recent date report that William Peterson and Company, Limited, a shipping firm of Newcastle-on-Tyne, have opened offices in Toronto, this being the initial step in the establishment of a line of freight steamers on the Great Lakes of Canada. Captain Thomas Donnell, of Kingston, has been appointed chief superintendent of the new concern and has arrived in the city to take immediate charge of affairs. The new line will be in operation by the middle of September, in time to carry a goodly portion of this year's crop. To start with four first class steel steamers will be put on the route from Fort William and Port Arthur to Georgian Bay ports. Three of the steamers are in the St. Lawrence, en route to Toronto, and the fourth will leave England in a few days.

—A Sydney, N.S., letter states that the Dominion Coal

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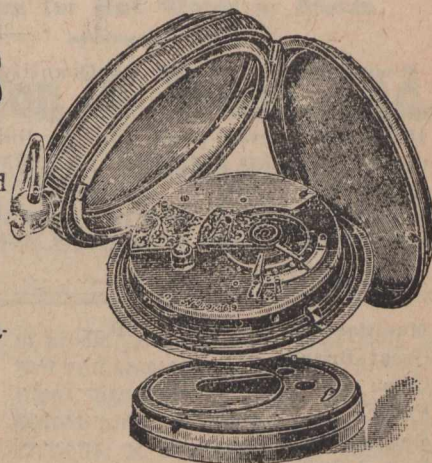
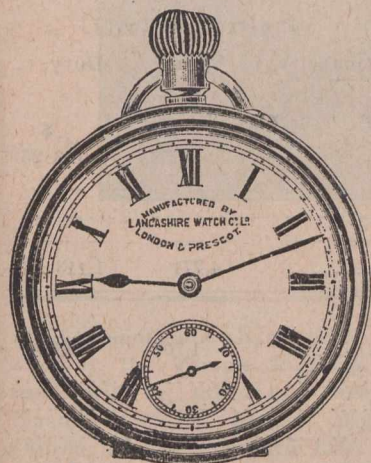
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AGENTS FOR CANADA:

Messrs. ELLIS & Co., King St. West, TORONTO, Ont.

Company is about to begin the shipment of coal to the United States on a somewhat extensive scale. All the company's steamers are now employed in the St. Lawrence and coast trade, but as soon as the season closes these will be put in service in carrying coal between Sydney and Louisburg and New England ports. The present the large six-master schooner Eleanor A. Perry is on her way to Sydney, to load four thousand tons of coal for Portland. The new seven-master, the Thomas W. Lawson, is also expected shortly to take another cargo to some American port.

—Kingston, Ont., advices report that the City Council help a special meeting recently to act upon the communication of Mr. John Gillies, lumber manufacturer, Braeside, head of the capitalists who intend establishing an industry in Kingston. Mr. Gillies offered to buy the old smelter site for \$9,000 on condition that the city give exemption on property value over \$10,000, the exclusive right of the clay in the harbor fronting the property for manufacturing purposes, and endeavor to have the channel dredged to a depth of twelve feet. The Council decided to accede to the terms.

—Under the direction of Hon. James Sutherland a test of acetylene gas has been made at Father Point on the lower St. Lawrence, with apparently successful results. The tests will be continued at other lighthouses, and should equally good results be obtained acetylene gas may replace coal oil as an illuminant. The experiment will probably also be tried in the case of gas buoys on the St. Lawrence.

—The Canada-Jamaica Steamship Line running direct from St. John, N.B., has, it is reported, proved so satisfactory a venture to the company promoting it that in about a month another boat will be added to the service, and when the banana season opens next spring, one or two more will be added.

BARB WIRE TELEPHONE.

The San Francisco Argonaut vouches for the statement that barbed wire telephone service is successfully operated in the Sacramento Valley, and it prints a letter from the man who got it up. The idea came to him, he writes, upon hearing of a fence wire in Australia being used by the farmers for telephone purposes.

The Government of New South Wales erected a fence 1200 miles long to divide their colony from Queensland and keep the Queensland rabbits in their own country. They, however, forgot that Mr. Jack Rabbit had a knack of burrowing underneath the fences. It became useless for the purpose built, and some wisacre used it to 'phone upon—hence the Rio Vista barbed wire company.

That is the name of the California concern—the Rio Vista Barbed Wire Telephone Company. The correspondent gives this description of its extensive business:

The places to which we charge are on other companies' wires. On our system, which is 300 miles long, there is no charge. It is needless for me to say that the farmers are delighted with their venture, and declare that life on a farm is at last worth living. During this harvest, which is about half over, they have been able to 'phone to San Francisco to the employment offices and procure a good supply of men without having the trouble of coming to Rio Vista. As some of them live 15 miles away, and most of them seven miles, you will see their 'phones have saved them long drives and much valuable time. In the next three months we shall install 100 more 'phones, connect Dixon, Elmira and Vacaville. We shall, just as soon as 40 people across the river in Sacramento County are secured, place a cable across the river—it will cost \$400. This will tax them \$10 each—quite an inconsiderable sum for the benefits received. This will connect us with Isleton, Walnut Grove, Courtland, Freeport and Sacramento. At Sacramento we expect to connect with the Capitol Telephone Company, of that city.

WHAT CANADA BUYS.—(9.)

We continue publication of a list of the goods imported by our own people during the fiscal year ended 30th June, 1901, with the view of affording information to those of our friends abroad, who may be desirous of opening up or extending business in Canada. This alphabetical list, compiled from the Customs returns, is unavoidably voluminous and will probably run through the greater portion of the "Journal of Commerce" for the current half-year; but it should prove most valuable to

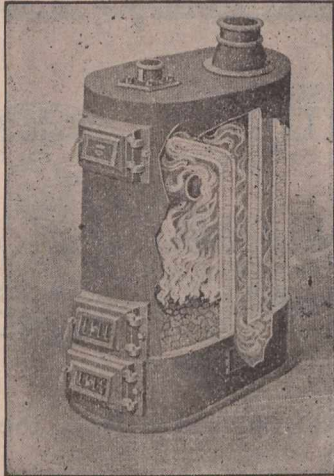
manufacturers in the United Kingdom and their representatives who would avail themselves of the advantages offered under our Differential Tariff which, it may be seen, allows one-third off the ordinary duty on goods of British manufacture exported to Canada. Any information which, alphabetically, must recur later on in our tables will be furnished meantime on application to the office of the "Canadian Journal of Commerce," Montreal:

ARTICLES IMPORTED.

ENTERED FOR HOME CONSUMPTION.

Countries.	—Total Imports—			General Tariff.		Preferential Tariff.		
	Quantity.	Value.	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
Drain pipes, sewer pipes, chimney linings or vens, etc.—								
Great Britain	9,185			\$ 4,414	\$ 1,544.90		\$ 4,771	\$ 1,113.25
Australia	23							
United States	45,634			45,634	15,971.90			
Total		54,842		50,048	17,516.80		4,771	1,113.25
Manufactures of clay, N.O.P.—								
Great Britain	2,175			1,073	214.60		1,102	146.98
China	7			7	1.40			
France	21			21	4.20			
Germany	426			426	85.20			
United States	8,884			8,892	1,778.40			
Total		11,513		10,419	2,083.80		1,102	146.98
British gum, dextrine sizing cream and enamel sizing—								
	Lbs.		Lbs.			Lbs.		
Great Britain	307,722	7,220	18,764	1,152	115.20	291,158	6,127	408.50
Germany	416,069	11,116	371,229	9,972	997.20			
United States	689,265	29,500	689,065	29,490	2,949.00			
Total	1,413,056	47,836	1,079,058	40,614	4,061.40	291,158	6,127	408.50
Brooms and whisks—								
Great Britain		38		7	1.40		31	4.14
China		14		14	2.80			
Germany		41		41	8.20			
United States		3,437		3,437	687.40			
Total		3,530		3,499	699.80		31	4.14
Brushes—								
Great Britain		16,032		3,491	872.75		12,529	2,088.41
Austria-Hungary		3,029		3,029	757.25			
Belgium		23		23	5.75			
China		51		51	12.75			
Cuba		2						
France		67,972		63,152	15,788.00			
Germany		26,632		26,734	6,683.50			
Japan		1,537		1,537	384.25			
United States		76,025		76,059	19,014.75			
Total		191,303		174,076	43,519.00		12,529	2,088.41
Buttons, pantalon, wholly of metal—								
	Gross.		Gross.			Gross.		
Great Britain	2,245	1,151	85	108	27.00	2,140	1,022	170.38
France	103	58	103	58	14.50			
Germany	12,712	4,155	12,712	4,155	1,038.75			
United States	44,571	20,658	44,571	20,658	5,164.50			
Total	59,631	26,022	57,471	24,979	6,244.75	2,140	1,022	170.38
Buttons, shoe, N.E.S.—								
Great Britain	203	61	40	13	3.25	163	48	8.00
France	15	9	15	9	2.25			
Germany	1,724	227	1,724	227	56.75			
United States	159	118	159	118	29.50			
Total	2,101	415	1,938	367	91.75	163	48	8.00

Telegrams:—"Lumby, Halifax, Eng."



BOILERS

FOR ALL PURPOSES.

All Wrought WELDED without rivets, and without seams for Hot Water or Steam.

Lumby, Son & Wood, Ltd.,
HALIFAX, ENGLAND.

Finest Catalogue in the Trade Post Free. Prompt Deliveries.
Special terms to Canadian buyers under new Preferential Tariff

—Arrangements have been made whereby the Temple Building, Montreal, will be taken over from the trustees of St. James Methodist Church, by the Standard Life Assurance Company, on 1st June next. This has been decided on in order to liquidate a portion of the mortgage of \$450,000 at present held on both by the Standard Life Company.

—A dividend of 3½ per cent. for the six months has been declared by the Dominion Steel Company on \$5,000,000 preferred stock. The directors of the Dominion Coal Company have declared a dividend of 4 per cent. for the six months ending Sept. 30th next.

The creditors of the Clapp Shoe Co., Toronto, met this week, but were unable to arrive at a settlement. The two stocks of the company will be offered for sale by public auction. The liabilities are \$9,000, and the assets \$5,000.

—Grand Trunk Railway System, earnings 22nd to 31st August:—1902, \$900,240; 1901, \$893,666; increase, \$6,574.

FINANCIAL REVIEW.

Montreal, Thursday noon,

September 4th, 1902.

The problem how best to provide money for moving the crops without causing a stringency in New York, has been bothering the bankers and financiers of that city. The supply of money at that centre affects the stock market so materially as to render it a very serious matter for a drain to set in towards other parts. Millions are involved in the stock market operations, with ample funds transactions enlarge, prices advance, while a short supply restricts business, complete sales, and liquidations so that as money rises or falls, so follow stocks and with them fluctuate the gains and losses of operators. It is said

that some of the prominent U. S. banks had already arranged with the Government for additional circulation, should it be needed. But to increase their note issues the banks will have to buy bonds, which will have to be sold again when the circulation they were brought to cover is redeemed. The circulation on 1st inst. was \$361,282,000, the highest in last 20 years. A clumsier currency arrangement was never devised. Corn and coal are absorbing the attention of financiers. Corn yields more to railways than any other crop. A large crop, like this year's, stimulates cattle raising, and acts so promptly on agricultural interests and on the foreign exchange market as to be the leading factor in the financial situation during the early part of the Fall. The coal strike is nearing its end. Anthracite is getting lower in prices and is expected to reach the normal figure during this month.

The American Bicycle Co. has collapsed, better known as the "Bicycle Trust," it having comprised 23 factories. Over production and a decreased demand has put this combine into receiver's hands, as others will be by these conditions. In Europe there has been a considerable business done in buying American securities, which will help on the movement for exporting gold to New York. Consols stand at 93¾. Call money in London is 2¼ to 2½ per cent., and 3 months' bills 2 ⅞ per cent. The movements on New York Stock Exchange have been puzzling. Blocks of great volume have been thrown on the market, and big deals effected which, one critic says, had a touch of insanity in them. But, no doubt, the gamblers knew what they were about, the "insanity" was not in them but their victims. The cotton crop is giving anxiety, the yield will probably be 10½ millions of bales, instead of 12 millions as expected in May. In the home market the bulls have been active and successful. Heavy sales of Pacific have been made at 145 to 145½, with a tendency upward. Montreal St. Ry. has been selling at 283½ to 285, under a report of a new issue

of stock. Detroit Street has been active and was run up to 96¾. Power & Light, 102½ to 103. Twin City, 127½; Ogilvie pfd., 136 to 139; Dominion Steel 72 to 75; N. S. Steel, 114¼; Toledo St. Ry. 38. Bank of Toronto, 249; Commerce, 162½; Molsons, 217. Paris, exchange on London, 25f 19c; Berlin, 20m 48¾pf. Foreign exchange, 60's, 9¼; demand, 9¾. Call loans, 4½ to 5 per cent. No change in local money rates.

The following is a comparative table of stocks for week ending Sept. 4th, supplied by Chas. Meredith & Co., Stock Brokers, Montreal.

Banks.	Shares.			Average
	sold.	Highst.	Lowst	same date 1901.
Montreal.	5 259	259	257	257
Molsons.	5 217	217	206	206
Toronto.	1 249	249	...	...
Merchants.	30 159	159	152	152
Commerce.	200 164½	162½	156	156
Miscellaneous.				
Can. Pac. Ry Co.7870	145¼	140¼	114¾	114¾
D. S. S. & T.,com. 175	23	18	10	10
Can. Pac. new..2207	142	137¼	...	...
Mont St. Ry.	1357 285	280	291	291
Mo. Power Co. .2641	103½	101	98½	98½
Tor. St. Ry.	1615 123¼	122	116	116
Toledo Ry.	6635 43¼	34	...	...
Twin City	1125 128	126½	104½	104½
Do. new.	18 125	125	...	...
R. & O. Nav. Co. 426	110	107	118½	118½
Com. Cable.	911 175½	170	182	182
Mont. Tele.	5 167	167	170	170
Bell Tel.	50 167	166½	73	73
Dom. Cotton.	704 64	60	82	82
Virtue.	1000 8½	8½	121½	121½
Dom. Coal, com.1465	145	143½	42¼	42¼
Ogilvie pfd.	2256 138½	136	...	...
Lake Superior.	75 25¼	25½	...	...
Laurentide P. Co. 50	99½	99	75	75
B. C. Pack. Assn. 100	99¾	99¾	...	...
Det. U. E. Ry.	9165 97	89½	...	...
Dom. I. & S. com7964	76½	70	24	24
Do. pfd.	1008 100½	100	75	75
Nova Scotia.	750 115	113	...	...
Do. rights.	310 3½	3¼	...	...
Bonds.				
Mo. St. Ry.	1200 107½	107½	...	...
Ogilvie.	5000 118	115¼	...	...
Laurentide Pulp10000	105	105	...	...
Dom. Iron & S.137000	92	91¼	78	78

RITCHIE LETHAM, Ltd.,

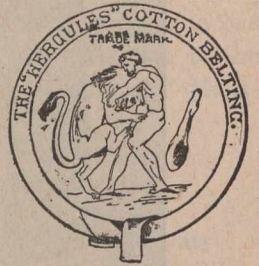
SOLE WEAVERS OF THE

"Union" Hair Belting

... AND THE ...

"HERCULES" Solid Woven COTTON BELTING.

Telegraphic Address: "LETHAM, OLDHAM."
Telephone, No. 102.



The Warp used in the manufacture of this Belting is guaranteed to be made from the BEST quality of the yarn known as Camel Hair Yarn.

Special lines in "Self-Lubricative" STEAM ENGINE AND PUMP PACKINGS.
Samples and prices free on application.

Address: Waterloo Mills, Oldham, England.

Special Prices to Canadians under the New Tariff.

MONTREAL WHOLESALE

MARKETS.

Thursday, Sept. 4th, 1902.

As harvesting proceeds in the West record yields and best quality are assured up to the present. Winnipeg advices of this date report warm, dry weather and fully 70 per cent. of the Manitoba wheat cut. Lack of help is now the chief cry. In market values here there are few changes. The white lead situation is still at the snag it lately struck, and there is no telling when or how it will be lifted. Groceries are steady. Hardware is fairly active. Leather is in better movement. Flour and feed are unchanged in price. Drygoods is active assisted by the interest in fall millinery.

BUTTER.

There appears to be a better feeling existing in the market, exporters taking hold more freely. Choicest fresh lots of creamery bring 19c to 19½c and second grades 18½c. Outside of a fair trade locally, there has been little or nothing doing in dairy. Holders are asking 15½c to 16c for choice lots, but buyers' views are not over

Municipal Debentures For Sale.

Waterworks, Sewer and Street Improvement Debentures of the Town of Hawkesbury:

\$153,000. for 30 years, at 4 p.c.
20,000 for 20 years, at 4 p.c.

For particulars apply to

DENNIS DOYLE,
Town Clerk.
HIRAM ROBINSON,
Mayor.

Hawkesbury, Ont.,
August 22nd, 1902.

15c to 15¼c, and the cost prevents the goods being sold at these prices. This accounts for the light business passing. Receipts are still large and stock is accumulating quickly.

CEMENTS, ETC.

Jobbing trade is good, but no large orders are heard of. Prices steady; stocks sufficient. Arrivals for week ending 2nd were 6,650 brls Belgian and German cement.

CHEESE.

This market is also reported a little steadier, but it lacks activity. Buyers are taking only enough to fill immediate requirements. There is much less doing than is usual at this season. Most receipts are going into store to be held for higher markets, which are expected in the early future. Finest is quoted at 9½c to 9½c; Quebec 9c to 9½c.

EGGS.

Demand keeps active, but receipts are more liberal and prices are no higher. There is a good business passing. Fresh stock 15½c to 16c; selected, 18c to 19c, and No. 2, 15c to 15½c.

FLOUR AND FEED.

Values are steady under a fair demand. Rolled oats quiet with a tendency to lower prices. Quotations are given in prices current. Baled hay is somewhat neglected, and while not reduced in price is thought by some to be moving in that direction. Quotations are:—No. 1, \$8.75 to \$9.25; No. 2, \$7.75 to \$8.25; clover, \$7 to \$7.50 per ton, in car lots

GAME.

A few partridges have been received and sold at \$1.30 pr.

GREEN FRUIT, ETC.

From some Ontario fruit centres complaints are frequent of the apple crop not doing so well as earlier showing indicated. The peculiarly cool season is thought to be responsible. Early varieties and fallen fruit are plentiful at present and are sold at 90c to \$1.50 per barrel. Lemons and oranges hold steady. Quotations: Messina and Sorrento oranges, \$3.75 to \$4 box; lemons, 360s, \$2.00 to \$2.75; do., 300s, \$2.00 to \$3.00; new lemons, \$3.50 to \$3.75 per box; bananas, 8-hands, \$1.15 to \$1.35; No. 1 do., \$1.50 to \$1.75; extras, \$2.25; new figs, mats, 3½c per lb.; do. boxes, 8c to 12c per lb.; new dates, 4½c per lb.; cranberries, \$7 to \$10; pines, 18c to 22c; cucumbers, native, 25c doz.; Tennessee tomatoes, 90c per crt.; size 24 pines, \$4.50; do. 30 pines, \$4.50; onions, Spanish, cases, \$3.00 to \$3.25; 50-lb crates Spanish onions, \$1.00 per crt.; limes, 75c per box; Cal peaches, \$1 to \$1.25 per box; do. plums, \$1.25 to \$1.60

El Padre Needles

10 Cents.

VARSAITY,

5 Cents.

The Best

~ CIGARS ~

that money, skill, and nearly half a century's experience can produce.

Made and Guaranteed by

S. DAVIS & SONS,

MONTREAL, Que.

The General Incandescent Co., Ltd.,

Works & Warehouses: ILFORD.

92a Aldersgate Street, LONDON, E.C., Eng.

(SOLD UNDER LICENSE FROM THE WELSBACH COMPANY.)

PRICE LIST.

1.	G.I.C. Best Quality High Candle Power Mantle	- -	4/6 doz.
2.	G.I.C. Silk Mantle	- - - - -	5/- "
3.	G.I.C. Special Double Woven Mantle, Double Strength, very popular, specially recommended	- - - - -	6/- "
4.	G.I.C. Extra Long High-Pressure Mantle, suitable for all High-Pressure Burners	- - - - -	7/6 "
5.	G.I.C. Gem Mantle	- - - - -	4/6 "
6.	G.I.C. Mantle for No. 4 Kern Burner	- - - - -	6/- "

Mantles Made to Customers Specifications at Lowest Prices.

Support British Capital and Industry. Without fear of contradiction we can HONESTLY state that our G.I.C. Mantles are the best on the market, which statement is borne out by Gas Companies, Street Lighting Authorities, Corporations, and leading Traders. NOTE.—Every Genuine G.I.C. Mantle bears the Company's Trade Mark **G.I.C.** plainly stamped on the Mantle, and customers are requested to see that the Mantle contained in each box is so stamped.

Special prices to Canadians under the New Tariff, 33½ p.c., in favour of Canadians.

\$1.25 per box do. plums, \$1.25 to \$1.60 per box; musk melons, \$1.75 per crate; watermelons, 25c to 30c each; blueberries, \$1.40 per box; bask. apples, 25c; bbls. apples, \$1.00 to \$1.50; Canadian peaches, 35c to 40c per basket; Canadian plums, 40c per basket; Con. pears, 40c to 50c; sweet potatoes, \$4 brl.

since last report, but it is still considerably higher than when refined reached its record low price here some months ago. Trade is confined to immediate needs and prices, all round, are steady. Latest reports from the Pacific Coast verify news of heavy shortage in salmon catch. Prices here are firm at last quotations.

la, Philadelphia, Tampico and Montreal, Glasgow to New York, and Baltimore, Liverpool to Philadelphia, Barrow and Maryport to Quebec and Montréal. The latest inquiry is for tonnage to convey ten thousand tons of rails from Rotterdam to St. John, N.B.

GREEN HIDES.

An advance to 50c for lambskins is the only feature of the week. Otherwise values are steady at 9, 8 and 7c for beef hides 12c and 10c for calfskins.

HARDWARE AND METALS.

The trade movement is good for the season, while values are very steady, and nothing of interest is to be reported. Late advices from London say that notwithstanding the large quantity of iron and steel, which has recently been shipped from Great Britain and the continent to the United States and Canada, the demand still continues. There are now cargoes offered from Middleborough to Pensaco-

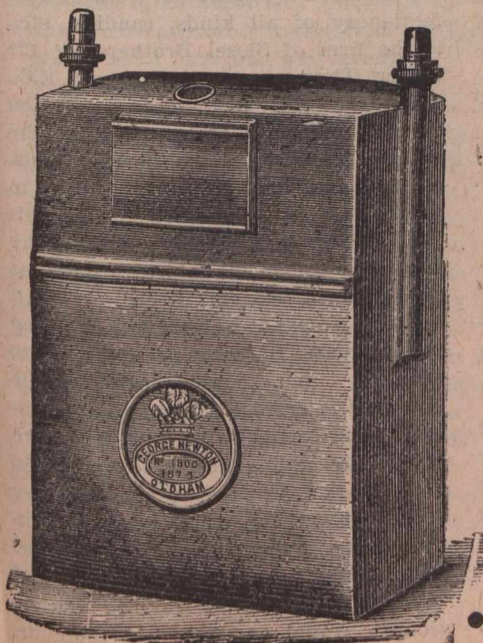
LEATHER AND SHOES.

An improvement is shown in this market; doubtless encouraged through the general wave of promise being made apparent by overflowing granaries and record wheat yields, not only in the broad West, but in Ontario. Leather is being bought more freely than in previous months and the opinion is expressed among the trade that next spring's shoe trade should be

GROCERIES.

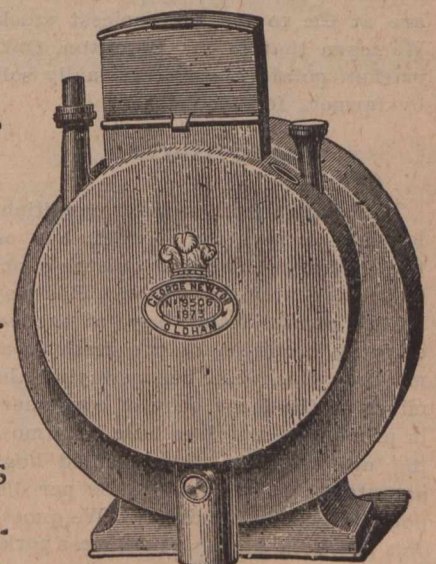
Sugars are unchanged and sell on the basis of \$3.65 for standard granulated. Raw beet has declined 1¼d

GEORGE NEWTON, LTD.



GAS METER =
MANUFACTURERS.

OLDHAM,
ENGLAND.



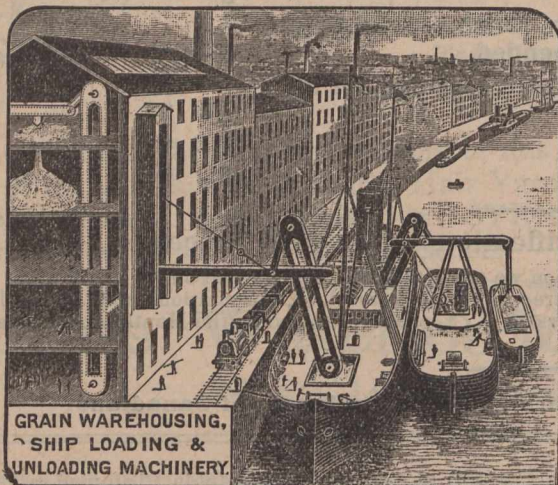
Special quotations
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Preferential Tariff.

Contractors to H. M. GOVERNMENT.

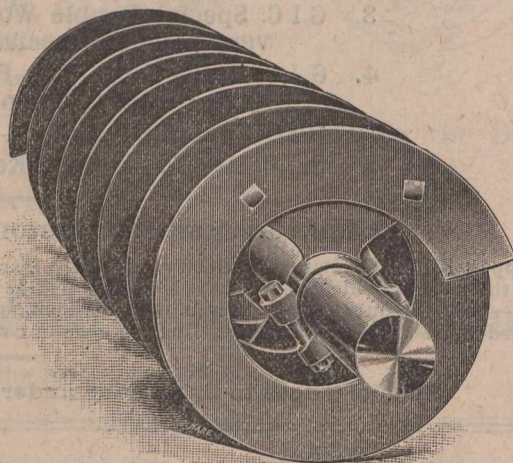
Telegrams: "CONVEYOR, ACCRINGTON."

CONVEYOR and ELEVATOR CO.

LOWER BRIDGE WORKS,
ACCRINGTON, Lancashire, Eng.



GRAIN WAREHOUSING,
SHIP LOADING &
UNLOADING MACHINERY.



Spiral Conveyors, Coal Conveyors, Chain Conveyors, Band Conveyors, Grain Conveyors, Tray Conveyors, Stokehold Conveyors, Grain Elevators, Coal Elevators, Chain Elevators, Belt Elevators, Bale Elevators, Barge Elevators, Ship Elevators 9508, Compound Floating Grain Elevators.

far beyond the usual. Jobbing leather is still very scarce. Export trade is good and will remain so now till close of navigation. Prices are quite firm all round, and payments generally good.

OILS, PAINTS, ETC.

No change in quotations. Linseed is worth 74c to 77c raw, and 77c to 80c for boiled, as to quantity. Turpentine, 67c to 68c. The white lead market is still demoralized, and little satisfaction is claimed to be found at present prices, which are decidedly lower, as given in prices current.

POTATOES.

Complains of decay are heard from distributing centres, this having a firm effect on the price here, which has advanced about 10c bag. Quotations are at 60c to 75c for choicest stock. We learn that in the Hamilton, Ont., market, potatoes are occasionally sold by farmers for 30c bushel.

PROVISIONS.

The change from summer conditions has not revived the market, but on the contrary it shows a quietness not in keeping with the season. This may be the result, dealers say, of the vacillating condition of the fresh meat market, which has been swaying the minds of the large body of consumers in proportion as values have been moving up or down. Fresh killed hogs are steady at \$9.50 to \$10.00 per 100 pounds for abattoir dressed. We quote: Bbls heavy Canada short cut mess pork, \$25.00; tierces heavy Canada short cut mess pork, \$37.00; half barrels do., \$12.-

75; Canada short cut back pork, (family), \$24.00; half-barrels do., \$12.25; heavy Canada mess pork, long cut, \$24; heavy Canada short cut clear pork, \$24; half-barrels do., \$12.25; light Canada short cut clear pork, \$24; heavy flank pork, \$23; best brand pure lard, 20 lb. pails, \$2.15; compound do., \$1.80; hams, 12½c to 14c; bacon, 11c to 15c. Chicago, 3.—Hog products ruled somewhat steady. There was weakness in the hog market at the yards and October stuff was offered early. Provisions closed unchanged to 10c down. Future quotations:—Pork, September \$16.70; October, \$16.92½; January, \$14.87½; May, \$14.05. Lard, September, \$10.52½; October, \$9.72½; May, \$7.97½. Ribs, September, \$10.25; October \$9.77½; January \$7.77½ to \$7.80. Cash quotations:—Mess pork, per barrel, \$16.70 to \$16.75; lard, per 100 lbs., \$10.45 to \$10.50; short ribs, sides, loose, \$10.20 to \$10.25; dry salted shouldered, boxed, \$8.75; short clear sides, boxed, \$9.75 to \$10.62½. Liverpool, 2.—Lard, American refined, in pails, steady, 52s 9d.

SIESEL BROTHERS.

Confectionery, remembered by all as forming a large part of their earliest anticipations, when to get what one wanted was to simply devour it and ask for more, has become each year more of a complex study by those whose energies and capital are devoted to further enriching and making still more interestingly attractive that line of goods which, early esteemed, is ever a pleasant memory and suitable accompaniment for the table. Not to the

boy alone may the question come of the source for all the congregation of sweets, etc., necessary in the manufacture of the thousand and one kinds of sweets now to be found, each vying with each other in delicacy of flavor, and in seeking favor with the masses, old and young. No, it is an interesting study for all, for as the remotest parts of the world are being explored, new and untried fruits, nuts, barks, herbs, etc., are being found which possess some distinct flavor or aroma not before known, and it is to the manufacturer of confectioners' supplies we must look for these new additions to the list of delicacies of which we are all so fond.

Among the leading manufacturers in the world, making an exclusive study and business of confectioners' supplies, all raw and prepared materials, which are required by manufacturers of confectionery of all kinds, candies, etc., is the firm of Siesel Brothers, of 134 Upper Thames street, London, E.C., Eng. To this firm may safely be traced the origin of hundreds of the choicest aromatic meats, berries, acids, sweets, etc., which help to-day to soothe the little children of all civilized countries, and add relish to the evening meal on all tables throughout the civilized world. It is no small business demand, but the enterprising firm of Siesel Brothers are never quite satisfied, and consequently, while equipped to furnish all and every manufacturer's request in this line, are constantly adding new assortments to their stock. At present this firm are seeking to enlarge their trade in Canada, being further assisted through the heavy reduction of duty in favor of Canadians. Manufacturers of confectionery would certainly aid their in-

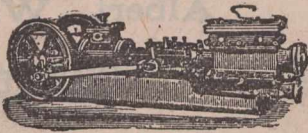
Telegrams : "NEILL, ST. HELENS."

Telephone : "No. 29, ST. HELENS."

Soap Machinery

. . BONE AND TALLOW DIGESTERS . .

W. NEILL & SON, ENGINEERS, IRON & BRASS FOUNDERS, BOILERMAKERS.



SOAP, OIL, AND TAR SPECIAL PUMPS.

SOAP PANS, TANKS,
With all Fittings.

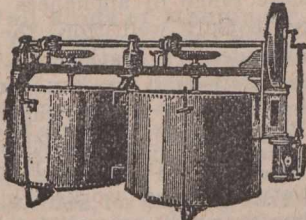
HOISTS.
SWIVELS.

STEEL SOAP FRAMES
The Best in the Market.

CRUTCHING MACHINES
New Bar-Cutting and
Tabletting
Machines.

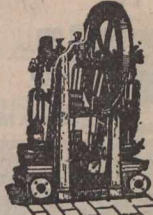
MILLING MACHINERY
Hand and
Steam Stamping
Machines with Dies.

GLYCERINE PLANT,
With Fire or Steam Evaporation.



**SOAP
COMPLETE PLANTS
CHEMICAL**

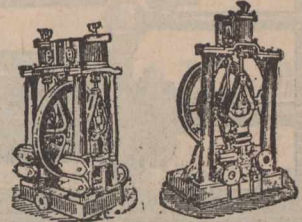
All on Newest Design.



VERTICAL FRAME PUMPS FOR LIQUORS.

BRASS AND IRON CASTINGS
OF EVERY DESCRIPTION.

**DRIVING, VACUUM,
BLOWING, PUMPING,**
VERTICAL AND
ENGINES.
HORIZONTAL



CAMERON PUMPS. PILLAR PUMPS.

FILTER PRESSES,

In Cast Iron
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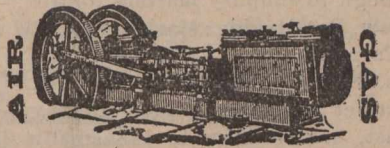
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AIR COMPRESSORS,
With Improved Valves.

Causticisers.
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MECHANICAL FURNACES,
Absorbers,
Hoists, Cranes,
Winches.

GRINDING MILLS,
Edge-Runner or Burr with Patent Necks.

ACID



AIR COMPRESSORS & BLOWING ENGINES.

ST. HELENS JUNCTION, LANCASHIRE, ENGLAND.

Chemical Plant

PRICES AND PARTICULARS ON APPLICATION.

Special Prices to Canadians under the new Tariff

terests by writing this representative firm for particulars, prices, etc.

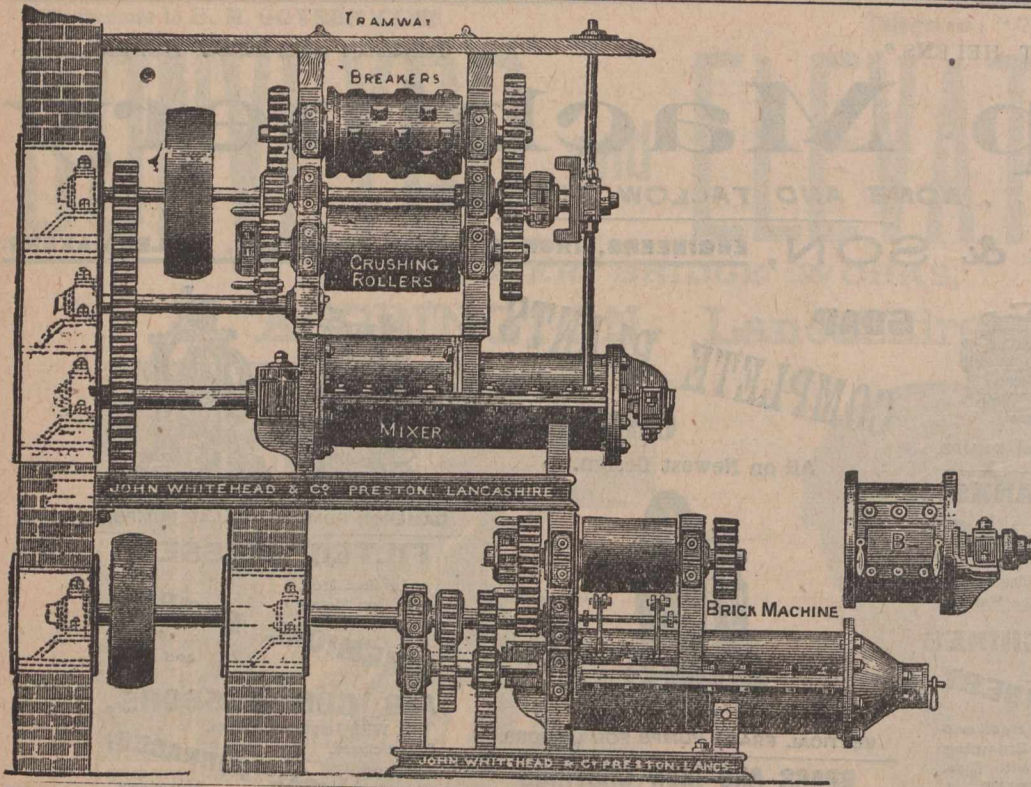
The firm thus mention some of their most popular specialities :—
Almonds: Barbary, Mazagan, Majorca, Oporto, Faro, Canary, Catania, Sicily, Valencia, Bitter, Jordan, Jordan Twins, Ground almonds, mixed with bitter, sweet, etc. We guarantee our ground almonds to be absolutely pure and un-mixed with any other ingredients. Trial orders shall have our best attention.—
Nuts and Kernels, of all varieties.—
Preserved Fruits.—Glace cherries, debris, dark whole, boldish pale, fair smallish, bright small, small acid, Bigarreaux, extra fine, in boxes 8 lbs. to 12 lbs. each, packers weights. Cases contain from 25 to 42 boxes each. Crystallized cherries, knots, apricots, assorted fruits, etc.—
Gelatine—Thick, many kinds at from 45s to 120s per cwt., in bales of about 2 cwt. each and in casks of from 3 to 5 cwt. each. We are in direct correspondence with some of the largest and best manufacturers of all classes of gelatine, which we supply at the lowest possible prices. Samples of all kinds matched and quoted for by return of post.—
Sundries—Acids of all kinds, in liquid, lump, powder and crys-

tals, soda bicarb., cream of tartar, 90 to 98 deg.—
Arrowroot, corn flour, rice flour; tapioca flour, in 1½ cwt. bags; sago; cerealine, according to quantity; farina, starch powder, white dusting powder, cocoa shell powder, cocoa nut oil (Ceylon), coconut oil (Cochin), cocoa butter, slab oil, etc., etc.—
Chocolate and Caramel Butter, &c.—
Cocos butter, chocolate butter, toffee butter, biscuit and cake maker's butter, in packages of about one cwt.; caramel paste, in 28 and 56 lb. tins, and 1 cwt. kegs. Packages free. These goods have been largely used for several years past, and they have given general satisfaction. There are none better on the market.—
Egg Albumen.—Good ordinary, strong and good color, first quality, in cases as imported. Egg melange, in 28 lb. tins, a mixture of white and yolk of new laid eggs; white of egg, in kegs.—
Colors—Aniline powder: Black, blue cherry red, chocolate brown, green, magenta, orange, pink, plum, red, yellow; brown colors for cheap chocolate work; liquid cochineal, liquid butter color, in bottles of 1 lb. and upwards, bottles charged and not returnable; saffron alicante, saffron valencia, in 1 lb. tins.—
Gums of all

kinds.—
Desiccated Cocoanut: Coarse, medium, fine, chips, broken chips, strips and thread; also sugared in barrels and cases.—
Glucose: All varieties.—
Samples of most of these goods can be had on application. Enquiries for special quotations for large quantities of any goods required, shall have immediate attention.

THE NEW BOX MAKING MACHINERY COMPANY.

The manufacture of paper boxes has been so extensive of late years that it would appear as though the more improved and simple box-making machinery is being made and the more readily millions of paper boxes can be turned out the greater are the requirements of the trade. When we consider the extremes being reached, held, and still further searching after the "arts of pleasing" in the sale of all kinds of commodities, now only at its commencement in all manufac-



Telegraphic address :—
 "Brictile, Preston."
 A. B. C. Code, 4th Edition.

**John Whitehead & Co.,
 Limited.**

**Albert Works,
 PRESTON, ENGLAND.**

Brickmaking Plant

"The Manchester."

Machinery and appli-
 ances for the manufac-
 ture of Bricks, Tiles and
 Pipes, under the new
 Canadian Preferential
 Tariff.

turing centres, we are not surprised at the steadily increasing demand for boxes.

As though to simplify matters for all, The New Box-Making Machinery Co., of 78 Turnmill street, Clerkenwell Rd., London, E.C., Eng., have placed upon the market machines which to say the least, are wonders in the steady and perfect making of paper boxes of all kinds. This firm are desirous of furthering their trade in Canada, and with every facility at hand, aided by

the large reduction in duty now offered in favor of Canadian buyers, feel convinced they can offer special inducements as to perfectness of machines and price laid down here. The following in reference to this firm's plant we extract from a recent issue of the British Colonial Printer & Stationer, a representative trade journal of England:—

The New Box-Making Machinery Co. do not confine their energies to supplying box-makers only, but have an ex-

tensive range of appliances that will serve equally well for the printer, bookbinder, or stationer. Amongst these there is a fine range of guillotines and cardboard cutting machines, in the latter class Models M, M A, M B, M C, M D, and M E, present a variety of hand worked blade machines that will cover all requirements, and that at prices to suit all pockets. In the guillotine proper, to work either by hand or power, there are two specially noticeable machines, strongly

Tele Address : EILLS, Liverpool.

EILLS & COMPANY, LIVERPOOL, Eng.

Hams and Bacon Packed for all climates at the
 Lowest Possible Prices for Best Quality.

Confectioner; Crystallized Fruits, Dried Apples,
 Pears, Peaches, Apricots, Plums, Currants, Raisins,
 Figs, &c. A trial order will convince buyers of
 the Superiority of our Goods.

SPECIAL AGENTS FOR

Danish and Irish Butter IN TINS.

WRITE FOR OUR EXPORT PRICE LIST.

Buyers should specify EILLS & COMPANY'S Goods
 on all Indents.

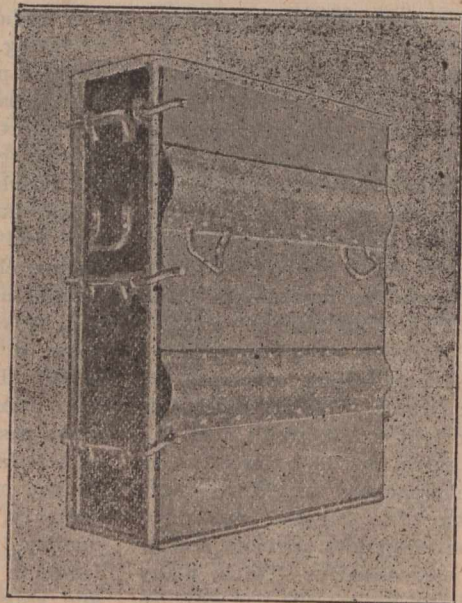
OFFICE :

12 Hanover Street, - LIVERPOOL, Eng.

Special rates to Canadians under the New
 Preferential Tariff

SOAP FRAMES

PATENTS—No. 510798 ; No. 10862/99.



Made of Special cold flattened, close-annealed Steel Plates, fitted
 with clamping bars. Weight complete, 5 cwt.

Easily Erected. Self-Caulking. Guaranteed not to Warp.
 Wheels and Axles fitted if required.

H. D. MORGAN, Patentee and Sole Maker
 Jamaica Street, LIVERPOOL, Eng.

Soap Trade Supplied under the new Tariff

Telegraphic Address: "ELKANAH, HALIFAX."

National Telephone, No. 133.

Makers of all kinds of DYEING and Finishing Machinery.

ELKANAH HOYLE & SONS, LIMITED,**MILLWRIGHTS. ENGINEERS, MACHINE MAKERS,
AND IRONFOUNDERS,****F. HORATIO CLIFFE,**
Managing Director.**Waterside Works, HALIFAX, ENG,****Sole Makers of Messrs. Samuel Kirk & Sons' Wood-house, Leeds, Patent Machines for Improved Cloth Finishing.****Sole Makers of Reffitt's Patent Pressing Machine for Soft Goods.****Sole Makers of Reffitt's Patent Continuous Steaming machine.****Makers of Hydraulic and Screw Presses on the most improved principles, with Telescopic and Elbow connections. Cotton Baling Presses and Baling Boxes, Patent Wrought-iron Steam Press Plates, and Patent Malleable-iron Glands for Press Cylinders, so that leathers can be put in without taking the plates out.****Makers of every description of Hydraulic Pumps, worked either by HAND or POWER, with or without Steam Engine attached.****Makers of all kinds of Machinery, on the most improved principles, for DYEING, DRYING and FINISHING of all kinds of TEXTILE FABRICS, such as Orleans, Cobourgs, Lastings, Berges, Paramattas, Baratheas, Henriettas, Lamas, Cashmeres, Reps-de-Lain, Merinos and Manile Cloths, and all other kinds of BRADFORD MANUFACTURED GOODS, viz.: Crabbing, Singeing, Scouring, Washing, Drying, Starching, Tenting, Stretching, Calendering, Mordanting and Hot-pressing Machines.****Dyeing Machines, for Blacking, Blueing, Buffing, Saddening, Chroming, Padding, Jigging and Washing-off Machines.****Melange Machinery for the Dyeing, Drying and Printing of wool "Sliver."****Stead and Gledhill's Patent Steaming Apparatus.****Stead and Appleyard's Patent Black Rolling and Steaming Apparatus.****Stead's Improved Felt-hardening Machine, Wet and Dry Finishing and Tinting Machinery, for Mohairs, Lustres, Poplins, etc.****Wet Finishing Machines, with from One to Seven Pairs of Nip Rollers, with Drying Machines attached.****Poplin Machines, for Paraffin Wax Stiffening.****Gas Singeing and Brushing Machines.****Worsted Coating Scouring Machine, to run Piece at full width.****Tinting Machines, with from One to Three Sets of Nip Rollers. Warp Dyeing Machinery, Bleaching and Sizing DRYING MACHINES, for Cotton and other Warps.****Patent Expanders, to keep pieces out at width.****Hydro-Extractors, both turned from underneath and above.****Grinding Mills, for Indigo, Lac and Argols.****Soap-scouring Machines, Milling Machines, Hot-air Tenting and Drying Machines, for the "Estamene" Finish.****Also Makers of Steam Engines for working the above Machines, either separate or combined, of all descriptions.****Messrs. Ingham and Butterfield's Patent Rigging Machines.****Calenders made with Wood, Iron, Copper, Brass, Steel, Cotton and Paper Bowls.****Horizontal Hydro-extractors with Copper Cylinder. Damping Machines.****Cold Calendering Machines, with Five Rollers.****Improved Lancashire Jiggers.****Makers of the Newest Construction of Machines, for the Dyeing, and Finishing, of Cotton Velvets, Velvet Plush, etc.; Treadles, Pegging Machines, Jiggers, Tubs, Cutting machines; Waxing, Painting and Brushing Machines; Lustreing, Tenting, Beating Nellites, One Cylinder Brush, and Damping Machines, Dye Vats, etc.**

constructed, and, smoothly working when in motion; these are the Model N with automatic clamp, and friction gear, arranged to stop the machine when the knife is at highest point, and the Model N A, which is also a strong reliable machine. Model N is made in fourteen sizes, ranging from 63 inches to 19½ inches in blade, and 8½ to 5½ in depth of cut. Model N A is also

built in fourteen sizes, the range of depth and length of blade being the same as in the N grade. These guillotines may be specially adapted for use in paper mills without extra charge. Several hand lever guillotines are also made, such as Model N B in four sizes, with blades from 31 to 17 inches and a cut of 3½ inches; Model N C, in four sizes, with blades from 30 to 17¾

inch blade and 3 inch cut; and Model N D, in three sizes (to fix on bench) 27½ to 17¾ blade, and 3 inch cut.

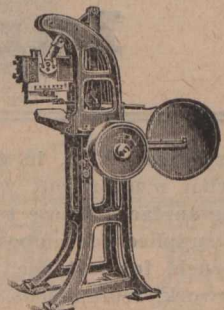
For bookbinders and gold blockers there are several gold blocking and embossing machines, one of which, the Model Y, is a strongly built power machine with two fly-wheels. It is well designed and built of the best materials, and there is an automatic

RIPANS

I had suffered for over a year with a sore mouth and tongue. The doctor said it came from the stomach. I was advised to try Ripans Tabules and have found them the best thing I have yet taken. I would advise everybody that has any stomach trouble to try Ripans Tabules.

At Druggists.

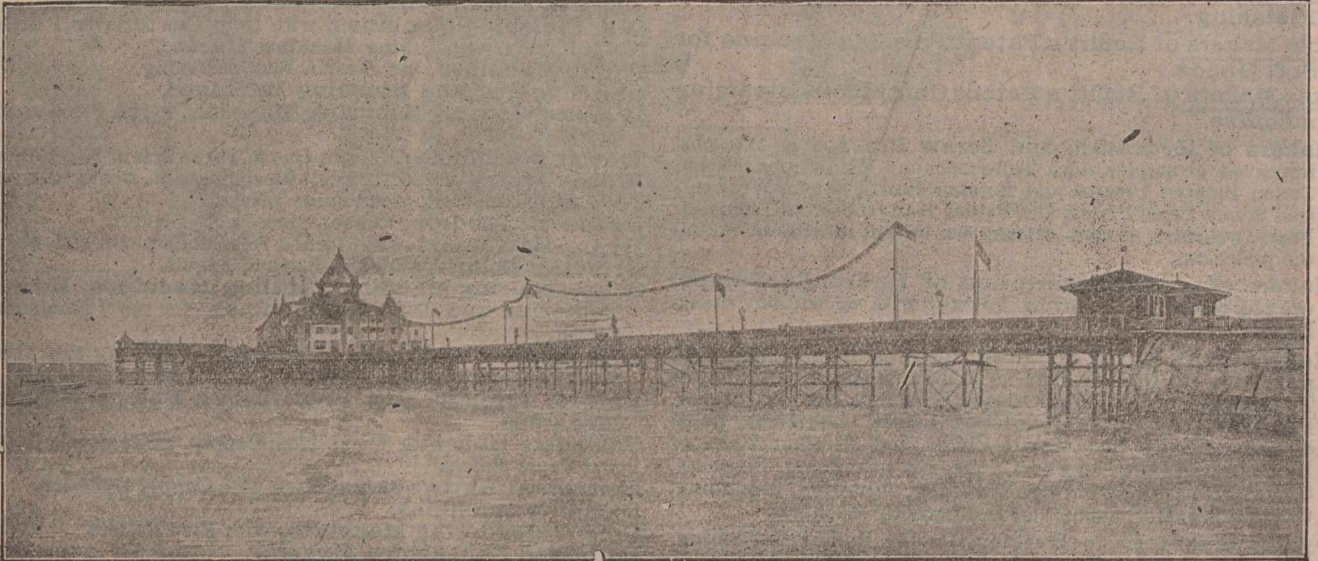
The Five Cent packet is enough for an ordinary occasion. The family bottle, 60 cents, contains a supply for a year.



sliding table and a self-inking arrangement, that reduces the operator's labor, and, as a consequence, increases the capacity of the machine. The platen is arranged for heating by means of metal heaters, gas, or steam, may be required. It is made in three sizes, having embossing surfaces 19½ by 23½, 16½ by 20½, and 13 by 17 inches, respectively. Model Y A is a strong hand-lever blocking and embossing press, made in six sizes, and having in the largest 21 by 27 inches, and in the smallest 8½ by 10 inches of em-

Widnes Foundry Company.

✻ ✻ ESTABLISHED 1841. ✻ ✻



Morecambe Pier (East View),

ERECTED, 1898, BY

THE WIDNES FOUNDRY CO.
WIDNES,
Lancashire, - - England.

bossing surface. Y B, in four sizes, is somewhat similar, but with larger embossing surface. These two presses are also supplied for embossing deep articles, such, for instance, as frames for plushwork, fruit dishes, etc. Several lever hand gold blockers are also stocked.

There is a good range of iron standing press, and nipping presses, that offers a selection suitable for all classes of pressed work, and there are power presses in two patterns D A and D B, each made in three sizes, that will be found useful for punching discs, and pressing round lids and boxes at a high rate of speed. A very useful appliance, too, in the shape of a leather paring machine, worked by treadle, is on view. It cuts the material with a circular wheel-knife, but, unlike

other machines of its class on the market, the motion is not rotary but oscillating, the result being a very clean cut.

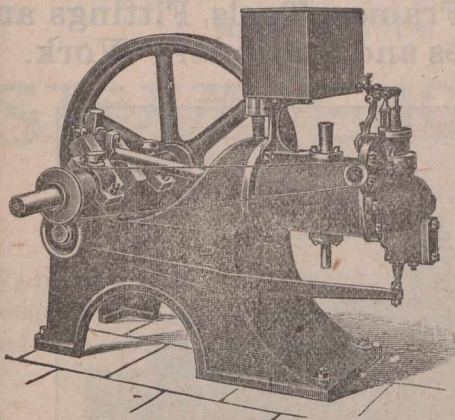


A special line of the firm's is the "Monopol" Platen Press, introduced to the trade a year or two ago, since when it has met with much appreciation at the hands of users. It is con-

structed in accordance with the best methods, and is provided with several patented improvements that give it exceptional advantages where a really powerful and high-class machine is required; quite recently additional improvements have been made that add to its efficiency, and a special feature is the new feed gauges, attached to the platen, which can be very accurately adjusted by means of fine screws so as to obtain the most exact register, an important matter when doing fine color work. Among the particular advantages possessed by this machine, we may enumerate the following:—A solid platen; gauging springs for the ink box which are regulated with precision by screws fixed at the back; power of altering or adjusting the ink box to full length, without any altera-

THE
"Petter" Patent Petroleum Engine

With the New Patent Lampless
 Ignition and Governor.



The Highest Class of
 Workmanship & Finish

Requires no attention after starting. Ordinary Paraffin Oil only is used. Cost of working about 3/4d. per Horse Power per hour. No continuous Burning Lamp. No Skilled attention required. No Danger.

The Cheapest Oil Engine
 To Buy
 And the Cheapest to
 Work.

Catalogues on application to the Manufacturers :

JAMES B. PETTER & SONS, Ltd.,

Nautilus Works, YEOVIL, Eng.

London
 Showrooms :

73 Queen Victoria St., LONDON, E.C., Eng.

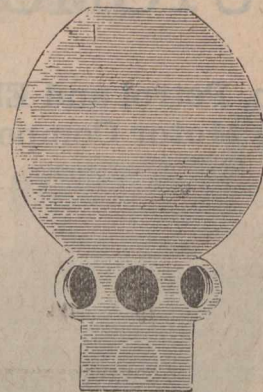
tion of the screws, stop device, to prevent flattening of the rollers when the machine is at rest; the inking rollers go over the whole surface; the top roller does not rest on the chase; the machine is provided with a cylinder leveller, similar to a fast steamprinting machine; to obtain the best distribution of ink, the large steel cylinder and the intermediate ink roller have a serpentine motion; and to prevent slurring, the platen is provided with two adjustable steel plates, which, at the moment of printing, pass over the projecting edge of the side of the frame, thus ensuring the utmost rigidity; the grippers are controlled by double-acting spring by which they are retained in position and contact with the ink rollers is prevented, in case the tail piece becomes in any way bent; the runner rails are simultaneously or singly adjustable as required; the printing can be performed or stopped instantaneously, at the will of the operator; the brake has double-acting blocks, which are pressed simultaneously against the side of the rim of the fly wheel, whereby the vibration of the fly wheel is prevented; the brake blocks when worn can be easily adjusted by screws, so that the brake cannot become inoperative. For color printing, embossing, and general jobbing work this powerful press will be found most useful. Write for catalogue, price list, etc., to The New Box-Making Machinery Co., 78 Turnmill street, Clerkenwell Road, London, E.C., Eng.

in hot weather have not yet come under notice, it seems probable that the device involves the principle of the use of liquid air. The statement that the apparatus is portable and may be moved from one room to another suggests such a probability. If this be so, Professor Moore's invention is simply the application of the experience of workers in pathological laboratories where liquid air is used for freezing tissues for the microtome. Dr. Stoddart, writing to "The Lancet," London, says: "I have had an opportunity of inspecting the impurities removed from the atmosphere in the process of manufacture of liquid air, and have observed that the stench from these is worse than that from the worst London fog. I regard this supply of pure air as most important; it makes pathological work much more pleasant and healthy. When working with liquid air the best method of ventilation for the laboratory is to shut all the windows and ventilators and to be satisfied with the pure air issuing from the microtome. It is no exaggeration to say that after a morning's work in the laboratory with liquid air, I have felt as if I had been for a blow in the country."

As a gallon of liquid air is furnished in London for about four cents, and lasts, in ordinary constant use in the laboratory a little longer than a fortnight, the device may well be, as Professor Moore asserts, "so inexpensive as to be within the reach of every one." It should have a wide field of usefulness, not only as a means of combating heat, but for furnishing pure air at night in bedrooms—and especially in the sickroom—at all seasons. The beneficial effects of such air to invalids, incipient consumptives, and valetudinarians generally cannot be over-estimated. Stuff office-rooms and other foul-air places in which

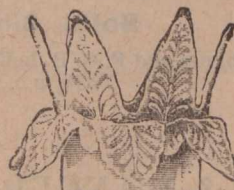
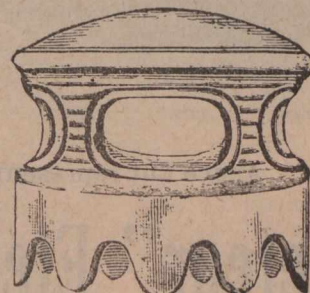
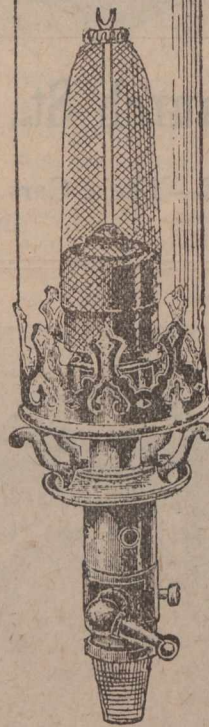
The Continental Incandescent
 Gas Light Co., Ltd.

92, 93, 94, 95 & 96 Bishopsgate St., Without,
 LONDON, E.C., Eng.



The Leading House
 for all Goods connected with the
 Incandescent Lighting
 Trade, including

- BURNERS,
- BYEPASS
- BURNERS,
- MICA GOODS,
- GLOBES,
- FANCY
- COLLARS,
- GLASS
- CHIMNEYS,
- BULBS,
- SHADES and
- JENA GLASS
- NOVELTIES.



Illustrated Catalogue and Price List
 Free on Application.

PURE COUNTRY AIR IN THE HOME.

Although the details of the invention of Professor Willis Moore, chief of the United States Weather Bureau, for the reduction of house temperatures

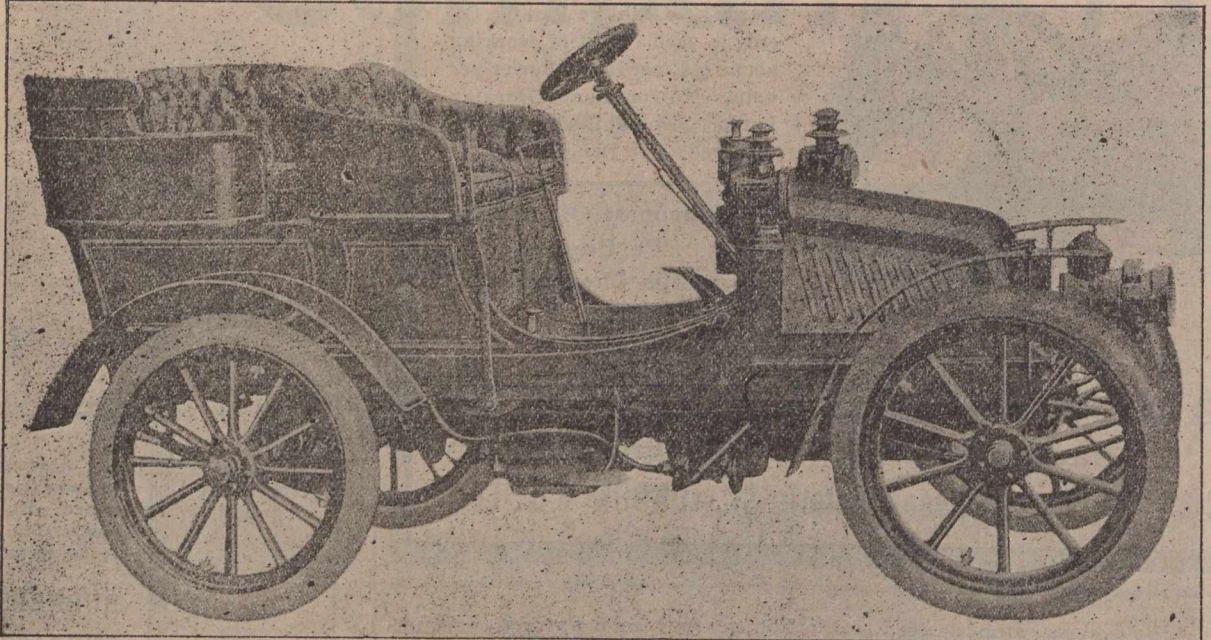
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Telegraphic Address:
"AUTOLATRY."

AUTOMOBILE COMPONENTS, LIMITED,

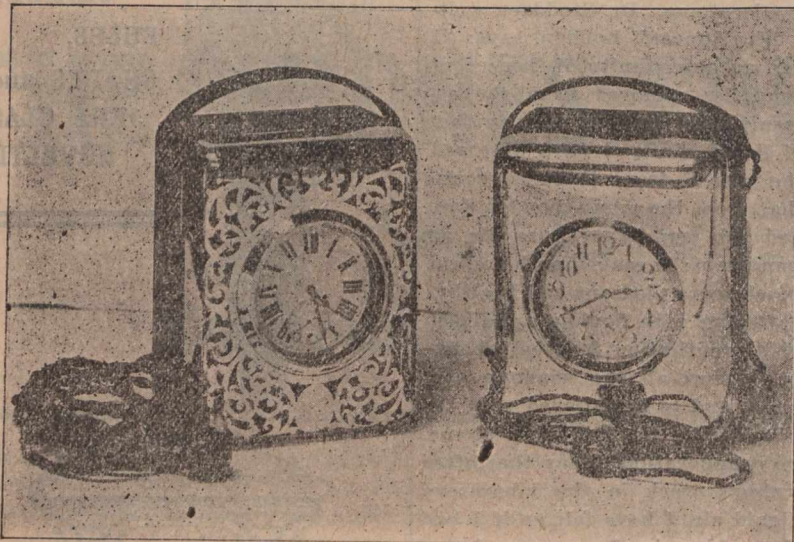
MANUFACTURERS OF

Steam, Petrol and Electric Motors, Gears, Axles, Frames, Tools, Fittings and all Motor Component Parts, for Cars, Launches and Stationary Work.



18-20 Church St., Islington, N., - London, England.

NOTE—These Cars are supplied $33\frac{1}{3}$ p.c., less to Canada, F.O. B. London, under the New Preferential Tariff.



Above Cut represents the Latest Novelties in our

"Meteor" Electric Light Cases

Solid Silver Fronts, 5 x 4 x 3.

Catalogues and F. O. B. London prices, under the new Preferential Tariff, $33\frac{1}{3}$ p.c. reduction off British goods.

—MANUFACTURED BY—

EVANS & MANGER, 110 Hatton Garden, LONDON, Eng.

brain-workers spend much of their waking lives, should shortly be things of the past. The sterile atmosphere of Mont Blanc, the germ-free air of mid-ocean, may yet be one of the indispensable accessories of the House Beautiful.

J. R. MALLY & CO.

When Shakespeare referred to men as but children of a larger growth, he was fully conversant with the manifold pleasures which the boy of "larger growth" turns to as a relaxation from the cares which he only too often finds has unknowingly approached him simultaneously with his maturity. Chief among these pleasures which in their nature cannot but recall the innocent amusement of marbles and baseball, is billiards. As the boy tried to become perfect in aim at marbles, an equal interest is found later in the scientific game of billiards, pool, table tennis, etc. The firm of J. R. Mally & Co., of 15 Goswell Road, London, E.C. England, has long made a particular study of this branch of trade, and many years ago found their orders so pressing that enlarged premises had to be obtained. To the furtherance of this line the firm have always bent their best efforts, claiming ever that endurance was the best test in such articles in build. To-day the name of

BROWETT LINDLEY & CO. LTD.

Patricroft, Manchester England.

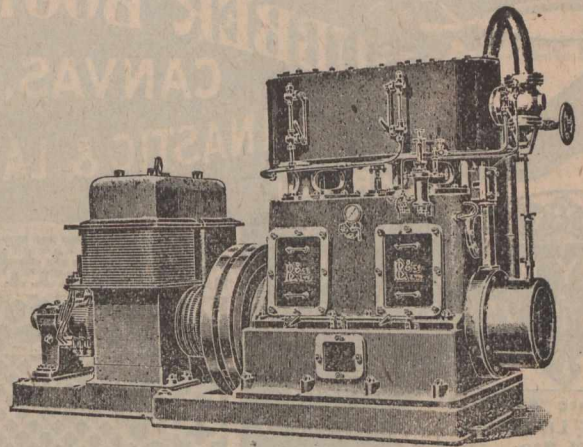
Manufacturers of High-Speed,
Enclosed Type,

STEAM ENGINES.

For Driving Dynamos Direct.

We are pleased to quote for complete STEAM DYNAMOS, completely and thoroughly tested on full load at our works and delivered F. O. B. English Port.

SOUND & RELIABLE BRITISH MANUFACTURE.



STOCKS AND BONDS.

NAME.	Par Val's.	Capital Subscribed.	Capital paid-up.	Rest.	Div. last 6 Ms	Dates of Dividends.	Per Cent. Price Aug. 28 (Bid)	Cash value per S.
British North Am.	243	4,866,666	4,866,666	1,776,333	3	Apr. Oct	136	330 48
Can. Bank of Commerce	50	8,000,000	8,000,000	2,000,000	3 1/2	June Dec	160	80 00
Commercial, Windsor..	40	500,000	350,000	60,000	3	.....	195	42 00
Dominion	50	2,500,000	2,500,000	2,500,000	*2 1/2	May	244	122 00
Eastern Townships.....	50	2,000,000	1,742,535	1,200,000	3 1/2	Jan July	160	80 00
Halifax Banking Co.	20	600,000	600,000	500,000	3 1/2	Feb. Aug	158	79 00
Hamilton	100	2,000,000	2,000,000	1,600,000	5	June Dec	230	230 00
Hochelaga	100	1,992,709	1,967,009	950,000	3 1/2	June Dec	167 25	155 80
Imperial	100	2,500,000	2,500,000	2,125,000	5	June Dec	320	229 00
Merchants' Can.	100	6,000,000	6,000,000	2,600,000	3 1/2	June Dec	158	163 50
Moisons	50	2,500,000	2,500,000	2,150,000	4 1/2	Oct	216	108 00
Montreal	200	12,000,000	12,000,000	8,000,000	5	June Dec	267	514 00
Nationale	30	1,489,700	1,480,550	350,000	3	May Nov	95	28 50
New Brunswick.....	100	500,000	500,000	700,000	6	Jan July	300	300 00
Nova Scotia.....	100	2,000,000	2,000,000	2,300,000	4 1/2	Feb. Aug.	233	232 00
Ontario.....	100	1,500,000	1,400,000	425,000	3 1/2	June Dec	135	135 00
Ottawa.....	100	1,994,900	2,000,000	1,765,000	4 & 1	June Dec	205	205 00
People's of N. B.....	150	180,000	180,000	155,000	4	.....	350	375 00
Provincial.....	25	873,487	781,248	.....	3	June Dec	155	155 00
Quebec.....	100	2,500,000	2,500,000	800,000	3	June Dec	117	117 00
Royal.....	100	2,000,000	2,000,000	1,700,000	3 1/2	Feb. Aug	171 1/2	171 50
St. Stephen's.....	100	200,000	200,000	45,000	3 1/2	April Oct	.....	.....
Standard	50	1,000,000	1,000,000	850,000	5	April Oct	233	116 50
Toronto	100	2,500,000	2,500,000	2,603,000	5	June Dec	250	250 00
Traders	100	1,350,100	1,344,420	350,000	3	June Dec	112 1/2	112 25
Union (Halifax).....	50	800,000	900,000	505,606	3 1/2	Mch Sept	150	75 00
Union of Canada	100	2,000,000	2,000,000	650,000	3	June Dec	123	123 00
Western.....	100	500,000	401,289	150,000	3 1/2	April Oct	.....	.....
Agri. Sav. and Loan Co.	50	630,200	620,200	192,000	3	Jan July	.....	.....
Bell Telephone Co.	100	5,000,000	5,000,000	800,000	4 1/2	Jan *	166	166 00
Brit. Can. Loan & Inv. Co.	100	1,937,900	398,481	120,000	3 1/2	Jan July	128	128 00
Brit. Mortg. Loan Co.	100	450,000	389,214	130,000	3	Jan July	56 1/2	57 00
Can. Colored Cot. Mills Co.	100	2,700,000	2,700,000	.....	3	Jan July	90	90 00
Can. Landed & Wat'l Inv't Co.	100	2,008,000	1,004,000	350,000	3	Jan July	115	57 50
Can. Per. & W. Can. M. Corp'n.	10	6,951,350	5,951,350	1,490,057	3 1/2	Jan July	114	57 00
Can. Sav. & Loan Co.	50 & 7 1/2	750,000	750,000	250,000	3 1/2	Jan July	136	136 00
Central Can. Loan & Sav. Co	100	2,500,000	1,250,000	450,000	*1 1/2	Jan July	73	36 00
Dominion Sav. and Inv. Co.	50	1,000,000	934,200	40,000	2	July Dec	.....	.....
Dominion Telegraph Co.	50	1,000,000	1,000,000	.....	1 1/2	Jan *	124	62 00
Dominion Cotton Mills Co.	100	3,333,600	3,333,600	.....	6	Mar *	59	59 00
Hamilton Prov. and Loan...	100	1,500,000	1,100,000	356,752	3	Jan July	113	113 00
Home Sav. and Loan Co.	10	2,000,000	200,000	200,000	3 1/2	Jan July	135	135 00
Huron & Erie Loan & Sav. Co	50	8,000,000	1,400,000	890,000	4 1/2	Jan July	179	89 50
Imperial Loan and Inv. Co.	100	732,724	720,647	175,000	3	Jan July	70	70 00
Landed Banking and Loan ..	100	700,000	700,000	210,000	3	Jan July	111	111 00
Lond. & Can. Loan and Ag.	50	1,000,000	877,267	87,500	3	Jan July	68	34 00
London Loan Co.	50	679,700	678,550	160,000	3	Jan. July	110	55 00
Manitoba & North-W. Ln Co	100	1,500,000	275,000	50,000	.....	Jan July	55	55 00
Montreal Telegraph Co.	40	2,000,000	2,000,000	.....	2	Jan	167	66 80
Montreal Gas Co.	40	3,000,000	2,998,640	.....	5	April Oct	241	96 50
Montreal Street Ry. Co.	50	5,000,000	4,500,000	560,318	2 1/2	Feb. *	280	140 00
Montreal Cotton Co.	100	1,400,000	1,400,000	800,000	4	Mch. *	187 1/2	187 50
Merchants Cot. Co.	100	1,250,000	1,250,000	.....	4	Feb	80	80 00
Montreal Loan and Mortg.	25	500,000	500,000	360,000	3 1/2 & 1	Mch Sep	187 1/2	84 37
Ont. Indus. Loan and Inv.	100	466,800	314,388	150,000	3	Jan July	121 1/2	60 75
Ont. Loan and Deb. Co.	50	2,000,000	1,200,000	560,000	3	Jan July	34	13 00
People's Loan and Dep. Co.	50	600,000	600,000	.....	3	Jan July	70	35 00
Real Est. Loan Co.	40	373,720	373,720	50,000	2	Jan July	108	108 00
Richellen and Ont. Nav. Co.	100	2,088,000	2,088,000	162,355	3	May Nov	99 1/2	993 1/2
Ment. Heat, Light & Power Co	100	2,250,000	2,250,000	.....	.....	Jan. *	136	136 00
Toronto Electric Light Co.	100	2,000,000	2,000,000	.....	.....	Jan. *	76 1/2	76 50
Toronto Mortgage Co.	50	1,445,880	724,540	250,000	2 1/2	.....	121 1/2	121 75
Toronto Street Railway	100	6,000,000	6,000,000	.....	.....	Jan. * July	112 1/2	112 50
Windsor Hotel .....	.....	.....	.....	.....	.....	.....	.....	.....

* Paying quarterly dividends.

J. R. Mally & Co. is well known by all leading players throughout Europe, and such stamp on a table is recognized as sufficient to insure its being all that the most careful workmanship on the best materials can produce. This firm is desirous of extending their trade in Canada, and request correspondence from all interested with that intention. The firm will be pleased to forward illustrated circulars of all their manufactures quoting the lowest possible prices consistent with best workmanship and guarantee of durability. The special rebate under the new Canadian tariff offers strong inducements to intending dealers.

A new feature of this firm's manufacture is shown in the low-priced yet complete billiard and pool tables made to set on an ordinary table. These are as simple and perfect as they are complete and cheap, making it quite possible and convenient to provide the ordinary dwelling house with a perfect billiard and pool table without the inconvenience which so often results where sufficient room is not available. The very low price conforms nicely with this economy of space, for the table proper can be dispensed with more readily than a folding bed and much more speedily. The idea is certainly an advanced one, and we bespeak for it the speedy recognition which it is destined to meet everywhere. From a page of the firm's catalogue we extract the following:—

Size No. 2. (Can be placed on any ordinary dining table.)—This table has a solid state bed of 4-ft. 6-ins. in length, covered with fine West of England cloth; newest pattern fast flush cushions, taking 1 1/4-in. balls. Polished mahogany frame throughout (not veneered). Accessories:—3 real ivory balls, 2 cues, 2-ft. 4-in. marker, spirit level and chalks. Price £5 5s complete. Space of room required, 12-ft. 6-in. by 10-ft. 6-in. Stand for same, 55s.

Size No. 1. A perfect little table,

ESTABD 1859

LIVERPOOL RUBBER COMPANY LTD

MANUFACTURERS OF

RUBBER BOOTS & OVERSHOES

CANVAS, PLIMSOLL,
GYMNASTIC & LAWN TENNIS SHOES

GARDEN HOSE
DELIVERY HOSE, BELTING,
CORD, MATS, VALVES, SHEETS.


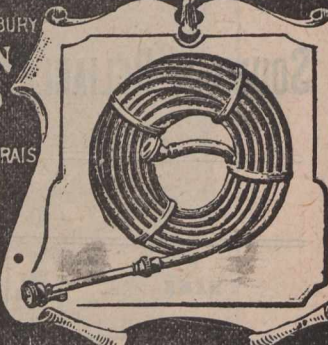
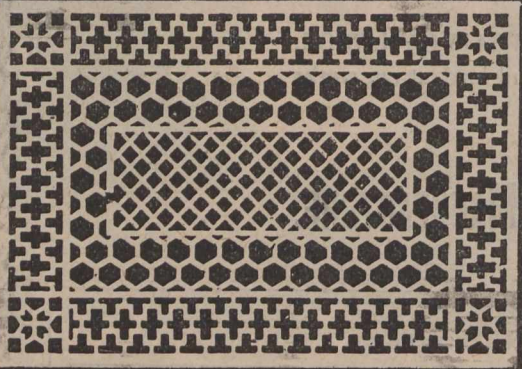
WASHERS AND
ALL KINDS OF MECHANICAL
RUBBERS. INDIA RUBBER THREAD

CAB TYRES
PNEUMATIC CUSHION
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SOLID TYRES

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"RUBBER" LIVERPOOL
TRADE MARK
LIVERPOOL RUBBER CO. LTD

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with planed and smoother slate bed, 3-ft. 6-in. in length; fast rubber cushions, six pockets, West of England cloth, 1¼-in. real ivory balls, polished solid oak frame with detachable screw legs, the whole weighing over 40-lbs. Price 55s complete. Can be placed on any ordinary dining table. Each table is provided with three balls, two cues, chalk, a spirit level, and marking board in polished oak. N.B.—A real billiard table, not a toy. J. R. Mally & Co., makers, 15 Goswell Road, E.C.

The "Mally-Simplex," patent No. 20260. Patent billiard and dining table combined. Warranted mathematically correct. Of best material and work-

manship. Perfect as a billiard table, perfect as a dining table. You have simply to lift the table and it locks itself automatically into its proper height for play as a billiard table. Touch the invisible pull-handle under the table, and it lowers itself to its right height for a dining table. Specifications.—"Mally-Simplex," No. 1.—A 4-ft. 10-in. solid mahogany billiard table, with fast low-rubber cushions, 1¼-in. real ivory balls, new elastic ring pockets, best billiard cloth, mahogany marking measuring 5-ft. 6-in. by 3-ft. 3-in. Complete 12 guineas.

"Mally-Simplex" No. 2.—A 6-ft. 4-in. ditto, as above, with 1½-in. ivory balls,

cues, rest, large marking board, and mahogany dining top, measuring 7-ft. by 4-ft. Complete 16 guineas.

"Mally-Simplex," No. 3.—A 7-ft. 4-in. ditto, as above, dining top, measuring 8-ft. by 4ft. 6-in. Complete 21 guineas.

Table Tennis.—No. 1.—Strong box with rules, 2 new-pattern wooden bats, gauze net with sight line, polished posts, registered fasteners, and 4 balls, complete, 3s 6d. No. 2.—Strong wood covered box, 2 polished handle wooden frame box, rules, 2 registered wooden screw bats, short handles polished posts, lamps, net with 4 celluloid balls, complete, 5s 6d. No. 3.—Leatherette

ESTABLISHED 1856.

T. H. HAAGEN, SON & CO.,

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LONDON, E. C., Eng.

TANNERS, CURRIERS & MANUFACTURERS,

SPECIALITIES:

Curried English Strap Butts. Leather Machine Belting, (Pure Oak Bark Tanned) Leather Link Belting. Balata Belting. Fire Engine Hose. Pump & Hydraulic Butts. "Acme" Cotton & Hair Belting.

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HELVETIA LEATHER FOR LACES, BELTING, &c.

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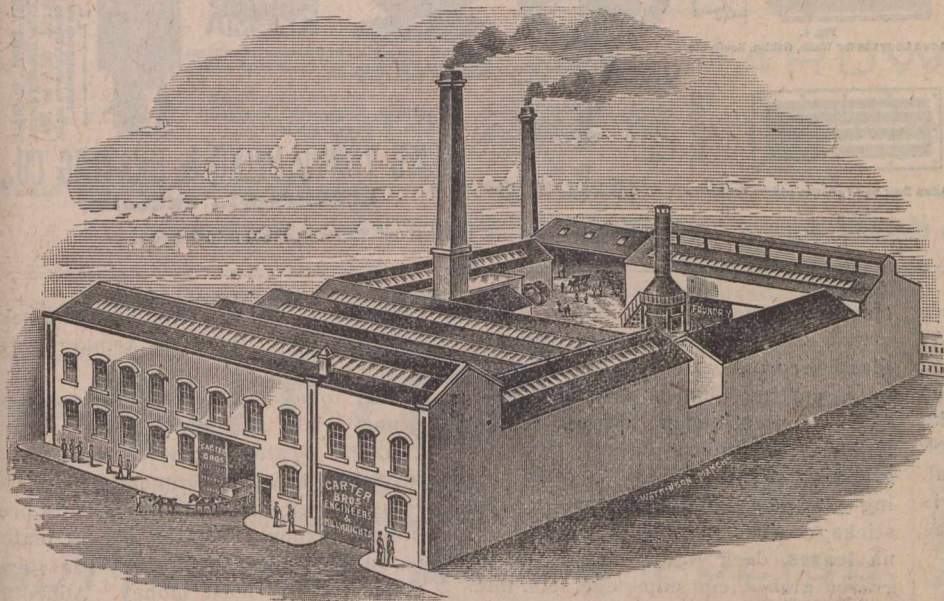
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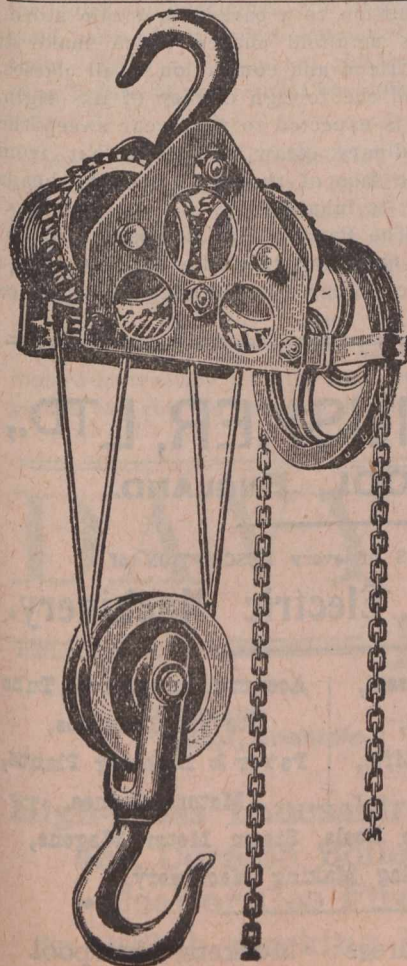
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bats, white net, polished posts, rules, 4 balls, and patent picker up, complete 6s 6d. No. 4.—Imitation morocco box, 4 patent wooden bats, real square-mesh net, polished posts with screw clamps, rules and 4 balls, with patent picker up, 9s. No. 5.—In deep box, 4 wooden bats, real square-mesh net, polished posts with improved screw clamps, rules, and 4 balls, and patent picker up, 10s 6d. No. 6.—In polished wood box, 4 covered wooden bats, real square-mesh net, polished posts with

improved screw clamps, rules, and 4 balls, and patent picker up, 10s 6d. No. 6.—In polished wood box, 4 covered wooden bats real square-mesh net, polished posts, with screw clamps, rules and 4 balls, 11s. No. 7.—Ditto, ditto, with picker up, 12s 6d. No. 8.—Imitation morocco box, 5 foot square-mesh net, registered extended posts, 2 patent bull dog bats, picker up, rules, and 4 tournament celluloid balls, 16s. No. 9.—Ditto, ditto, in highly polished wood box, 18s 6d. No. 10.—Improved

regulation set, in highly polished box, 4 patent wooden bats, extended posts, square-mesh net, patent picker up, rules and 4 tournament balls, 22s. No. 11.—Imitation morocco, deep box, patent wooden bats, solid brass extended posts, 6 foot net, patent picker up, rules, 4 balls, and 25 score sheets, 25s. Mally's P. Patent. New P. Patent non-sagging square mesh net, 6 feet, 2s 6d. Scoring sheets in blocks of 25, 6d each. Any of Mally's patent bats can be had with handles of real polished ebony and handsomely mounted in sterling silver (hall marked), with shield for monogram. Price 7s each. Brown canvas cases, leather bound for same, 1s 6d each. J. R. Mally & Co., makers, 15 Goswell Road, E.C.



Lifting Tackle

FOR ALL PURPOSES.

Cranes, Sheave Blocks,
Crabs, Pulley Blocks.

The Steel Rope
Pulley - Block Co.,
LIMITED,
WASHFORD ROAD,
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RAMSEY'S GLASS WORKS.

While the name of William Ramsey is well known from one end of Great Britain to the other by every person who "takes a glass," and by all who seek to avoid it, the name is not so well known in Canada, merely because all who use glass in any way have not yet become familiar with one of the most popular exporters in the Old Country. While every country may be said to make certain kinds of glass, thereby causing it to be to some extent a home product everywhere, it only adds to the multitude of qualities rather than being anywhere a real guide for all that goes to make an article of glass exactly what it ought to be. However, although we are travelling fast on the highway of invention, we have not yet arrived at the place where unbreakable glass is made: and just because we have not we must be content with that which comes nearest. We must say right here, however, that were all mankind

VENTILATORS & SMOKE CURES

HEAT, GOOD, CHEAP. IN ZINC. OR ROLLED COPPER. Many References, etc.

ACME Patent Concealed Ridge Ventilator Outlet.

Fig. 8.—Section. **1/8 FULL SIZE**

Fig. 9.—As fixed. Side View. **25 YEARS' EXPERIENCE.** Tests and comparison invited. Made to any design.

Fig. 4. **ACME LOUVERES** for Walls, Gables, Roofs, etc.

Fig. 10. **ACME Door and Partition Leave Ventilator**

Fig. 11. **ACME Mechanical Ventilator. SPHERICAL VENTILATORS.**

Fig. 12. **Wave Proof. Snow Proof. No Goods GENUINE without the TRADE MARK AFFIXED.** Buildings, Drains, etc.

Fig. 13. **ACME VENTILATORS IN IRON.** Various Sizes from 1 1/2.

Fig. 14. **Ventilator Dry Wall Inlets.** Various Sizes from 1 1/2.

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Fig. 16. **ACME VENTILATING & HEATING CO. LIVERPOOL.** 35, TABLETON ST. LIVERPOOL. REC'D TRADE MARK. **KARMA**

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Avail yourself of the new Canadian Preferential Tariff, 33 1/3 off in favour of British Manufactures.

to insist on having that which "comes nearest," Mr. William Ramsay, of 78 Farringdon street, London, E.C., Eng., would be so flooded with orders that he would cable us immediately to take out at once the advertisement which now occupies a space in our Journal.

To know the art of glassmaking is an education by itself; but to know the



secret of making glass of that delicate mould which stands in all climates and temperatures the severest tests, while at the same time possessing a crystal appearance of the most delicate hue is an acquirement away ahead of that possessed by the ordinary maker of glass. To this extra acquirement is attributed much of the success which has made the name of Ramsey's Glass Works prominent on every prominent glassware table throughout Europe, and is fast spreading the same through other countries.

Following is a list of articles always in stock:—Argand globes, aquarium stands, aquariums, glass and zinc, bee glasses, black and gilt stands for shades, vases, flower holders and lustres, bouquet tubes, brilliant cut glass, bevelled plates and circles, bis-

cuit boxes, bread trays, butter dishes, crown glass, colored glass, cucumber glasses, coronets for gas globes, cream pots, cutting shapes, chenille, cream tests, confectionery glasses, ceiling shades, consumers—taper, flat, and globe, china sugar baskets, china hanging plaques, cheese dishes, candlesticks, covered muffins, cruet sets, china leaves, deck lights, deflectors, engraved globes, egg cups, egg sets, flower pots—earthenware, china and glass, flower pans, fish globes, fern shades, fern stands, glass, fern cases, flower stands, fluted glass, grape glasses, glass shades for ornaments, clocks, etc. glass lamps, gilt stands, glass tubing, glaziers' diamonds, glaziers' tools, T squares, etc., ground glass, gas chimneys, gas globes, cut and plain, hyacinth glasses, hyacinth dishes, hand vases, illumination lamps, ink wells, ink bottles, ink stands, jam jars, laths, lactometers, lenses, colored and flint, luncheon trays, milk pans, milk tests, moderator chimneys, moderator globes, oil bottles opal globes, pedestals, do. ebony, do., gild wood, pastry pans, plate glass, preserve jars, propagators, perforated glass for ventilation, perfidumes, pie funnels, reflectors, rolled glass, rolling pins, sheet glass, slates, slates, 1/4 P.R.P., silvered glass—plate, sheet and fluted, stained enamelled, sugar crushers, signal lamp glasses, steam gauge tubes, shaving mugs, salad bowls, soaps—round, square, sick feeders, spitting mugs, sponge bowls, tiles—glass, teapot stands, toast racks,

ventilators—Louvre, disc and peacock, tea sets, tea infusers, trinket sets, window blinds, window glass.

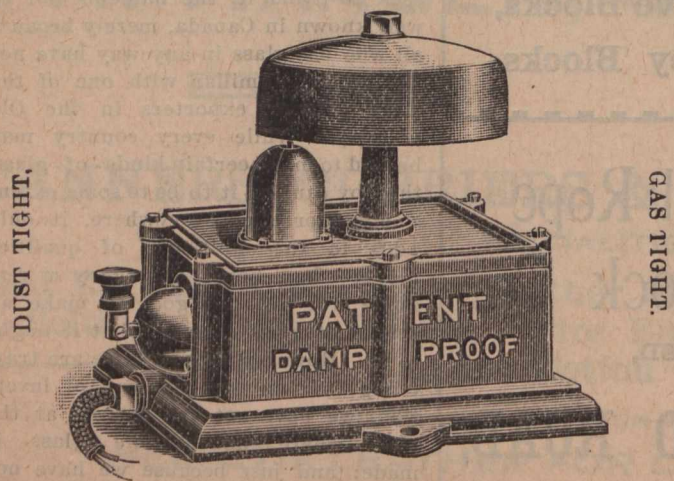
This house now makes a specialty of export trade, and it would interest all Canadian dealers to write for free illustrated catalogue and thereby become better acquainted with this prominent export firm, as every dealer is only too anxious to buy the best goods for the least money. Address: Ramsey's Glass Works, 78 Farringdon Street, London, E.C., England.

PANAMA HAT COMPANY.

The wave of sentiment which placed the Panama hat on top and kept it there since the beginning of the present season has been a greater surprise to dealers when the summer, which proved at first so adverse to light hats of any kind, is considered. Anyhow, the Panama "got there" and with its "rollicking air," its durability as against all odds from an automobile collision to a parade in a rain storm, its manifold shapes which make it a friend and companion of all classes, and the foreign dignity of its origin, it is expected to next year sweep the ordinary straw and linen hat from the face of the earth and the heads of its inhabitants.

The Panama Hat Company, Ltd., of 59 Gresham street, London, E.C., Eng., are prepared to arrange for supplies

WATERTIGHT ELECTRIC BELLS.



Mercier's Patents Limited. SALFORD, Manchester, England. Table pattern with key. Telegrams: "WENHAM."

C. & A. MUSKER, LTD., LIVERPOOL, ENGLAND.

MANUFACTURERS of every DESCRIPTION of **Hydraulic & Electric Machinery.**

- Dock Machinery, Fresses, Accumulators, Valves, Tube
- Coal Tips, Capstans, Stavers, Dynamos,
- Pumping Engines, Lifts, Power & Lighting Plants,
- Intensifiers. Motors, Cranes.
- Hydraulic Machine Tools, Steam Meter Wagons,
- Concrete Flag Making Machinery.

Telegraphic Address: "Muskers, Liverpool."

Cable address : "PRIMAIRE, LONDON."

Codes used : A 1., A B C, 4th & 5th Ed., Agers & Private Codes

FRY, MARRIAN & WELLS,**Head Office, - - 3 Mincing Lane, E. C., London, Eng.****ENGLISH HARDWARE
and
CUTLERY GOODS.**

SOLE EXPORT AGENTS FOR

Messrs. SHRAGER BROTHERS, Calcutta. HESSIAN CLOTH and JUTE SACKS.

Special Terms to Canadians under the new Preferential Tariff.

Correspondence Invited.

BUTTERCUPBRASS AND COPPER retain their intensely brilliant
polish without tarnishing for a long time if cleaned with**BUTTERCUP METAL POLISH.**

Sold in 2d., 4d. and 6d. tins by

Army and Navy Stores.

J. Barker's.

Harrod's.

Junior Army and Navy.

Shoolbred's.

Whiteley's.

And all Leading Stores, Grocers and Oilmen everywhere.

CHISWICK SOAP Co., Chiswick, - London, W., Eng.**METAL POLISH.**

for the coming season. This company are among the largest direct importers of all kinds of Panama hats for ladies and gentlemen, and will take good care of all orders entrusted to them. From a circular of this company before us we reprint the following:—

We have pleasure in enclosing you our shapes in Panamas, Brazilians, Bangkoks and a few special lines of felts and caps; we shall be pleased to submit samples. We wish to draw special attention to our Panamas as we hope to have our factory in full swing in twelve months, and all customers instructing us with their commands can rely on us using every en-

deavor to carry out their orders in the fullest details.

The folding Panamas range from 160s to 500s per dozen for ladies and gents. We strongly recommend the pure native made Panamas; these are unbleached, being in the natural state, and will wear for years. The prices of these are from 25s each, lowest price, trimmed satin lining. The demand for these hats is constantly increasing. The Alpine shape, price 160s to 250s per dozen, trimmed, both for ladies and gents.

Brazilian hats are becoming very fashionable and we can strongly recommend the folding shape from 36s to 84s per dozen for both ladies and

gents. Brazilian Alpines run about the same price. There is a growing demand for fancy hats. The Bangkok and Runtel cannot be equalled for lightness. Prices 12s to 17s each.

Caps and Felts.—In felts we do a few select numbers of the finest French make from 54s to 120s per dozen.

Caps.—These we only make from 12s 6d to 72s per dozen. These are all hand-made and the cloth in the lightest shades.

In ordering please quote numbers only. No orders will be executed unless satisfactory references are given.

Our terms are 3¼ per cent. prompt, 2½ per cent one month or three months bill nett. Cheques to be crossed Barclay, Bevan & Co.

Customers can rely on us for the best market prices and it would be as well to give us a margin as to price for Panamas. We are sure, after the delivery of your first esteemed order you will have sufficient confidence in us to repeat the same. Telegraphic code. Special terms to Canadian trade under new tariff. Write for price list.

THE SIRDAR RUBBER CO.

One of the most interesting features following the introduction of popular inventions which the public is desirous of taking up is to be found in the various methods adopted by as many inventive minds for improving and simplifying the vital parts of the

DAVY BROTHERS**Limited.**TELEGRAMS:
"Motor, Sheffield."**SHEFFIELD, England.**

**High-Class Lancashire
and Cornish Boilers BOILERS**
Coal or Gas Fired, up
to 200 lb. working Pressure.

**IN the Manufacture of these Boilers, Hy-
draulic, Steam, and Pneumatic Mach-
inery of the most modern construction is
employed, and all Boilers are made to pass
Insurance Inspection.**

Marion & Co's "Folding Imperial" Cameras

No. 20 Folding Imperial.

Cut will be inserted as soon as received.

It is covered leather, R.R. Lens, F8 with Iris diaphragms, time and instantaneous Shutter, reversible View Finder, Cloth Bellows, rising front, focussing scale and focussing screen, rack and pinion extension swing back and front cross movement of great extent for the front carrying lens, and automatic triple extension of bellows, 17 inches. This allows of lenses of every variety of foci being used, including telephoto work of low magnifications. We know of no such complete equipment at the price, enabling as it does the user to undertake any and every class of work including one double plate-holder, pneumatic release, and tripod bushes, complete in stiff cloth carrying case.

Price complete as described above, 5 by 4 plate, £6 10 0
 Extra Plate-Holders, 5 by 4, each..... 2 9

No. 21 Folding Imperial.

As above No. 20, but for 7 by 5 or 1/2-plates..... £8 10 0
 Extra Plate-Holders, 7 by 5 or 1/2-plateseach 5 0

Illustrated Catalogue, 300 pages, post free, 1/- Booklets Free. Manufacturers of Photographic Plates, Papers, Mounts, Apparatus and Materials of Unsurpassed Excellence.

MARION & CO., Ltd., - 22, 23 Soho Sq., LONDON, W., England.

new article, thereby gaining for themselves a not inconsiderable share of the originality which goes to make up the entire machine.

Tyres for automobiles, bicycle motors, in fact, for vehicles of most all kinds, have been given not a little study of recent years, and many are the kinds brought out, each claiming virtues peculiarly its own, and as readily distinguished from other makes.

Prominent among these is the Buffer Tyre, manufactured by the well-known English firm, The Sirdar Rubber Company, Ltd., at Shirland Mews, Paddington, London, W., likewise at Moss Street, Dublin, Ireland. Columns might be written as to the respective merits of this tyre, but as actual experience by people who would have no hesitation in selecting tyres of the most approved build, of the greatest durability, and possessing at the same time the greatest amount of comfort for the user, is acknowledged to be the best test, we here subjoin a few names of those now using the Sirdar Company's Buffer tyres, which should speak volumes in its favor:—

Patent Buffer tyres, as used by His Majesty the King, H.R.H. the Prince of Wales, H.R.H. the Duke of Connaught, His Majesty's War Office, the India Office, the Duke of Grafton, K.G.; The Earl of Rosebery, K.G.; The Earl of Crewe, The Earl of Lathom, The Earl of Carnarvon, The Earl of Dunmore, The Earl of Selborne, The Earl of Wilton, Lord Farquhar, Lord Burton, Lord Hampden, Lord Digby, Lord Howard de Walden, Lord Windsor, etc., etc. When once tried they are always adopted for carriages or motor cars.

Illustrations of this company's tyres will appear from week to week in our

advertising pages. The Canadian trade would do well to write this company for particulars, for under the preferential tariff English goods can be landed here much cheaper than formerly. Address: The Sirdar Rubber Co., Ltd., Shirland Mews, Paddington, London, W., England.

THOMAS NOAKES & SONS.

Among successful manufacturers of mountings for steam engines and boilers; and as gun-metal, bronze, copper and brass founders, the London, Eng., firm of Thos. Noakes & Sons, holds a prominent place. This firm have so well captured a large and prominent

part of the trade in these lines throughout Great Britain that they have of recent years sought trade further away, and in this they have been fully as successful as their home trade has proved. On another page of this Journal may be seen from week to week an advertisement of the firm of Thomas Noakes & Son, placed there with the intent of drawing the attention of Canadian dealers in these articles to the position this firm are in to fully and satisfactorily fill all orders, large or small, which Canadians may intrust to their care. They have full confidence in seeking to enlarge their trade in Canada from the knowledge that their well-equipped works and extent of output assure for them the fact that they can deliver the most satisfactory work

TO BE UP-TO-DATE,
 AND KEEP ABREAST OF
 THE TIMES

YOU
 MUST

Know our Presses as the very latest Platen now in the market. A Machine calculated by Experts to meet any demands within the scope of the work of the Printer, and even outside that area. To be known to be realised.

Cut will be inserted when received.

Above Advertisement is set in our "Admiral" Series.

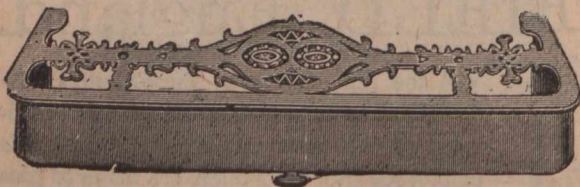
SOLDAN & CO., 72 to 75 Turnmill Street, London, E.C., ENG.

R. GREENLESS & Co.,

Fender and Ashpan Makers,
 42 GREAT CLYDE STREET, GLASGOW, SCOTLAND.

Works: 30 East Howard Street.

Illustrated Price Lists on Application.



GLASGOW, LIVERPOOL & CARDIFF.

W. B. DICK & CO., Limited.**RAPE AND COLZA OIL REFINERS,****Lubricating Oil Manufacturers, Linseed Oil Merchants and Boilers.****Speciality:—Pale Boiled Linseed Oil.****60 ST. MARY AXE, London, E. C., ENGLAND.****WORKS: ROTHERHITHE, S. E.**

at the lowest possible cost for same. With this assurance the firm request correspondence, guaranteeing that satisfaction will result from any and all dealings.

Among the firm's specialties are:—Gun-metal, brass, copper, phosphor bronze and aluminium castings of all descriptions. Special bronze for bearings. Castings executed to engineers' own patterns or drawings. Any specially ordered alloys will be adhered to with great accuracy. Special metal and all kinds of fittings for hydraulic purposes. Engine details manufactured to order on the interchangeable system. Repairs executed and work made to order in the shortest possible time. Special quotations for large quantities. A paragraph in this firm's catalogue reads: "We beg to call your attention to the fact that the greatest care is paid in the selection of the material and to the workmanship of all our steam fittings, the object being to study economy, and at the same time to make our productions the best in the market, feeling assured that quality alone is the test of cheapness. It will be our endeavour to maintain the reputation and confidence which we have hitherto had the pleasure of enjoying."

Write for illustrated catalogue and special terms to Canadian trade under new preferential tariff. Address:—Thomas Noakes & Sons, 35 and 37 Brick Lane, Whitechapel, London, E., England.

HUMPHREYS, LIMITED.

An elaborate catalogue has been issued by the above well-known firm of iron buildings manufacturers, of Knightsbridge, London, S.W., Eng., giving profuse and elegant illustrations of many late iron buildings which have been erected from their manufacture. The importance as well as dimensions of these buildings at once conveys the impression that the firm of Humphreys Limited, of London, are as fully recognized as leading manufacturers in this line as the schoolboy recognizes the St. Lawrence among the various rivers in Canada.

Among the iron structures catalogued in this interesting volume and manufactured by the firm of Humphreys, Limited, are: Indian Palace at the Paris Exhibition, 1900, erected by order of the Indian Committee of the Royal British Commission; the pavilion of the English colonies at the Paris Exhibition, 1900, erected by order of the Colonial Committee of the British Commission; golf club, erected for the Mitchem golf club, at Mitcham Junction Station, Surrey; pavilion erected by command of H. M. the late Queen at Osborne, Isle of Wight; offices erected for the Royal Commission, Paris Exhibition, 1899; cricket pavilion, erected at St. Albans, Herts; Royal pavilion, erected at South Kensington Exhibitions; golf pavilion, erected at Douglas, Isle of Man; golf pavilion at

Edmonton, Essex; pavilions for South Africa; goods station at Brighton for the L. B. & S. C. Ry. Co.

To this list might be added many more, but sufficient is given to cause those already not acquainted with the extent and variety of contracts completed by the firm of Humphreys, Limited, to convince that this firm, whose manufactures are being shipped to all parts of the globe, are fully prepared to estimate on and furnish iron buildings of any design and size compatible with the greatest and minutest requirements of the 20th century. A substantial reduction of duty now exists in the importing of goods from England to Canada, which alone gives an incentive to the furthering of our business relations with those of the Motherland. Write for illustrated catalogue, price list, etc., to Humphreys, Limited, iron building manufacturers, Knightsbridge, London, S.W., Eng.

BUSH & CHIPPER.

Prominent among manufacturers of glaziers' diamonds is the firm of Bush and Chipper, of 9 Percival street, Clerkenwell, London, E.C., England. Illustrated in this firm's catalogue are various makes and designs of diamonds for turning emery-wheels, circles, shades, pressure tubes, etc., embracing also the handy appliances affixed to pocket knives, those for tubes adjusted with set-screws, etc. On another page of this journal may be

Dermatine

Stands Heat, Cold, Steam, Damp, Oils, Grease, Acid and Rough Wear better than Leather, Gutta-Percha, or India-rubber.

SPECIALITIES:

Belting, Ram Rings, Pump, Cups, Valve Steam Joints, Hose and Packing.

ONLY ONE QUALITY—THE BEST.

The Dermatine Company, Limited,

Contractors for Dermatine to the British, German, Russian, Austrian, Belgium and Danish Governments, the principal Corporations, and many of the large Railway Companies in the United Kingdom and abroad.

95 Neate Street, London, S.E., England.

Special rates to Canadians under the New Preferential Tariff.

Cut will be inserted when received.

GOLD MINERS DRILL STEELS

HOBSON, HOUGHTON & CO.SUCCESSORS TO FRANCIS HOBSON & SON
SHEFFIELD, ENGLAND.MINE
HAMMER
& PICK

Sole Manufacturers of

HOBSON'S "CHOICE"
(XX) Extra Best & "Warranted" Best**Cast Steels,**
FOR TOOLS, &c., &c.HOBSON'S "CHOICE" Extra Quality NEEDLE WIRE,
as supplied to leading consumers for 90 years, in the
United States of America.

Specialty for Machine or Hand Drilling.

Established upwards of 100 Years.

seen weekly an advertisement of this firm, who are desirous of extending their Canadian trade and will be pleased to send illustrated price list free on application. The new differential tariff gives one-third duty off in favor of Canada, so that dealers in these goods need have no hesitation in opening up negotiations. This firm is among the best known in Europe in this line, and as their output is very large and varied it will be freely admitted that they have catalogued prices at a minimum of profit to ensure the continuance of the large trade which they now enjoy and for which they have every facility for handling.

Write for price list to Bush & Chipper, 9 Percival street, Clerkenwell, London, E.C., Eng.

PATENT REPORT.

The following complete weekly list of patents granted to Canadians is furnished by Messrs. Featherstonhaugh & Co., patent solicitors, Canada Life Building:—Canadian patents—W. Thompson, window fly screens; J. B. Uhren, nut locks; J. Seymour, machines for mixing gases and air; L. V. Lebel, record making apparatus for use in connection with weighing

scales; H. H. Field, ditching machines; E. A. Liesert, grain pickling machines; A. Blackie, larrigans; J. C. West, cannery hoists; J. Moreau, potato diggers; W. Wright & T. Worrod, seed drills; J. H. Midgley, grain pickling apparatus; J. A. Godin, attachments for soil pipes; F. J. Cleare, lamps; J. S. Hughes, wood pulp pressers; H. N. Whitcomb, cattle guards; S. C. Ovens, ensilage knives or cutters; J. L. Weller, closet traps, A. E. Henderson, roller bearings. American patents—E. Heroux, window-sash; P. Masterson, carriage-pole attachment; E. L. Merrifield, gas-producer; C. St. Jacques, combination match-box.

**Steel Forgings
And Castings.**

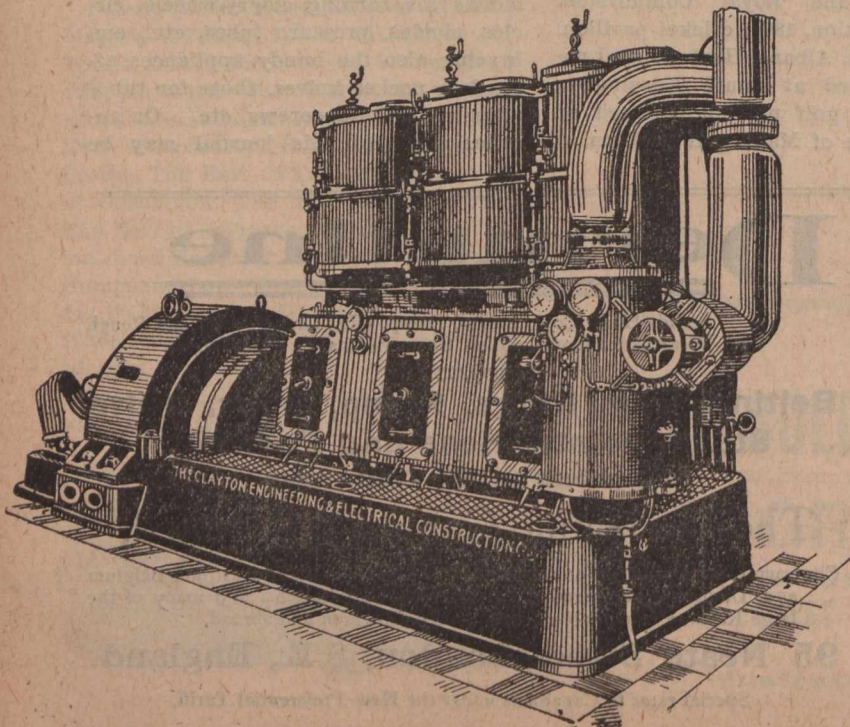
Horse Rasps, Files, Etc.

Sole Manufacturers of

"SOHO" Special Self-Hardening Steel
Best and Cheapest on the Market.

Canadians have 33 $\frac{1}{3}$ p.c., in their favour, by purchasing these English goods from us, under the new Canadian Preferential Tariff.

New York Office and Warehouse.

The CLAYTON ENGINEERING & ELECTRICAL CONSTRUCTION COMPANY, Limited.

HEAD OFFICE AND ENGINE WORKS :

Newton Hyde, near Manchester, Eng.

ELECTRICAL WORKS :

Clayton, near Manchester, Eng.

Telegraphic Address : "DYNAMO, HYDE."
Telephone : No. 62, HYDE.

DIRECT-COUPLED.....

High-Speed Plants

for

Traction or Lighting.

Alexander Oldham & Sons,

Johnson Brook Patent Piston Works,
and Engineering Works

DUKINFIELD,
ENGLAND.

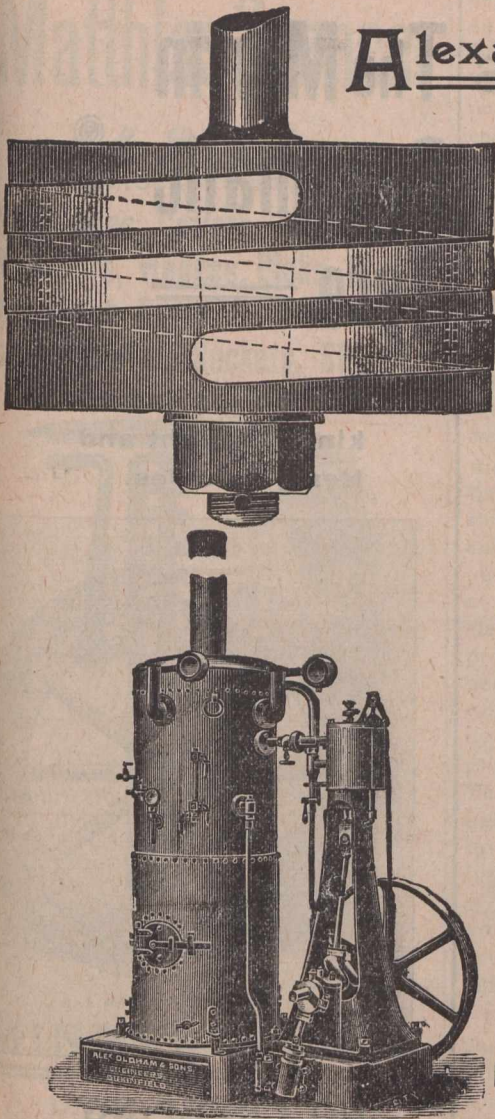
MAKERS OF

Vertical & Horizontal Steam Engines,

From 2 H.P., up to 500 H.P.

Ice Making Machinery, Cylinder Boring Machines, Machines for Planing Valve Faces in Position, Lubricators, Injectors, Pistons, Air Pump Buckets, Fans, Metallic Piston Rod Packings, etc.

Illustrated Price Lists giving approximate weights will be sent on application.



Owen N. Evans, solicitor of patents and expert, temple building, reports the following United States and Canadian patents granted to Canadians last week:—United States—self-healing material, George H. Chinnock; centreing attachment for lathes, John M. Fleming; manufacture of cheese, Frederick A. Hurd; artificial stone, Feodor Boas; animal-stall, Richard Smith. Canada—Roller bearings or boxings, R. A. McLennan; drilling holes through metal, F. O. Jordan; spraying apparatus, M. J. Overell; railway system, W. Thompson; hose coupling, D. Morrison; folding chair, R. S. Clift and W. P. Stanton; spraying apparatus, W. H. Heard; faucets, N. Gendron; combined smoke consumer and fuel economizer, F. W. Monteith; electric meter, Geo. L. Cowland; apparatus for pressing wood pulp, J. S. Hughes.

THE INVENTOR'S WORK.

Below will be found a list of patents recently granted by the U. S. government through the agency of Messrs. Marion & Marion, patent attorneys, Montreal, Can., and Washington, D.C. Information regarding any of these patents will be supplied free of charge by applying to the above-named firm. Fred. Allen Colver, Vittoria, Ont., corn planter; John McVey, Longue Pointe, Que., nut-lock; William J. Cass, Hartland, N.B., slip-link for trace chains;

Joseph Louis Kieffer, Montreal, Que., shoe sewing machine; Frank A. Breeze, Yamachiche, Que., spinning head; Camille St. Jacques, Cranbrook, B.C., combination match-box.

THE MANITOBA FARMER.

"If we can get this crop safely harvested there will be no holding the country back." These words, spoken by a Souris banker, writes a correspondent of the Globe, represent the opinion of Manitobans as they view the gratifying prospects of the present moment, and remember at the same time the substantial progress which has followed last year's heavy yield. The feeling throughout southwestern Manitoba, so far as it can be ascertained in a brief tour, is that never was such a good crop, and as the acreage is larger than ever there will be a considerable increase in production and in financial return, compared with 1901 or any other year. Two decades ago this region south of Brandon was a wilderness, known only to the red man, the trapper and the buffalo. Now it is all taken up in farms varying in size, and houses and barns dot the treeless expanse in every direction. Judged by its buildings, its youth is not apparent, for scores of farmers have commodious brick or frame houses, and large bank

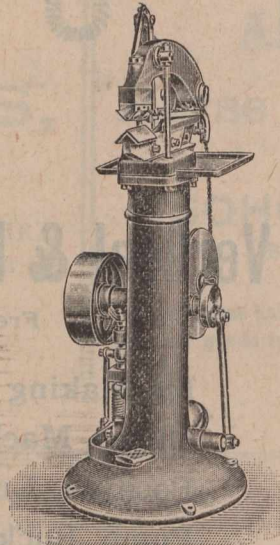
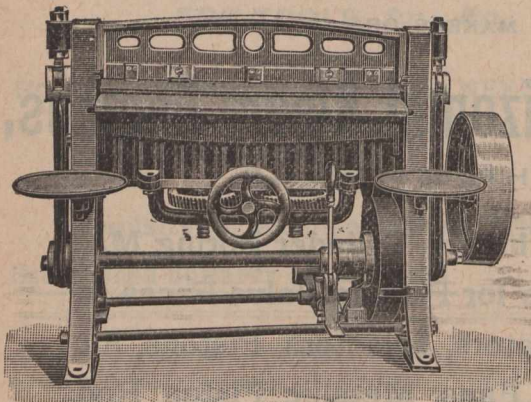
barns, the latter of a prevailing red, that suggest at once a prosperous dairy or stock county in old Ontario. "Not one of the settlers who came here had money; for years there was a struggle, but you see it has ended successfully," said Mr. W. H. Saults of Boissevain to-day, himself one of the earliest arrivals. The new settlements, in which everything was staked on wheat, are broken by frequent railways and by rising towns of good buildings and good business houses, again suggestive of the colonizing Province from which most of the settlers came.

Boissevain is an example of the steady growth of a Manitoba centre of population. Its birth occurred in the fall of 1885, when the locomotive arrived, and during the period of its distinction as the "jumping-off place" it enjoyed a "wide-open" character, still remembered with regret by more than one class of people. The following year the line was continued to Deloraine, twenty miles west. Settlement meantime progressed steadily, and the town has grown to 900, its only shock, which was but temporary, being on the construction of the Northern Pacific to Hartney, cutting into Boissevain's territory, twelve miles to the north. Now it is the centre of a rich wheat region from which about 650,000 bushels were shipped last year. Its field is in every direction for a ten mile radius. One of the best parts

Machines for Boxmakers

Inventors, Patentees and
Manufacturers of

Machines for Making Boxes Without Glue or
Paste—Fastened with Metal.



DRY PROCESS.

Price Lists and Samples Submitted with Pleasure.

The REMUS COMPANY, Ltd.,

30, 32 & 34 Tabernacle Street and 8 Castle Street,
LONDON, Eng.

is southward to the Turtle Mountains, whose blue, wooded slopes form a contrast to the surrounding prairie, as they skirt northwesterly for many miles. This range of hills, for they are not quite of the order of the Rockies, has been well forested, and most of it still remains a forest reserve. Some clearing has been done where there was an extensive fire, and grain is grown with very great success, while the poplars have been a source of building material and firewood for people many miles to the north. Southward five or six miles through the woods is the international boundary, the historic 49th parallel, being defined by a clearing a few hundred feet wide, set with iron stakes at intervals of a couple of miles. Beyond lies North Dakota, settled largely with Swedes and Germans, who form a good agricultural population in that American wheat belt.

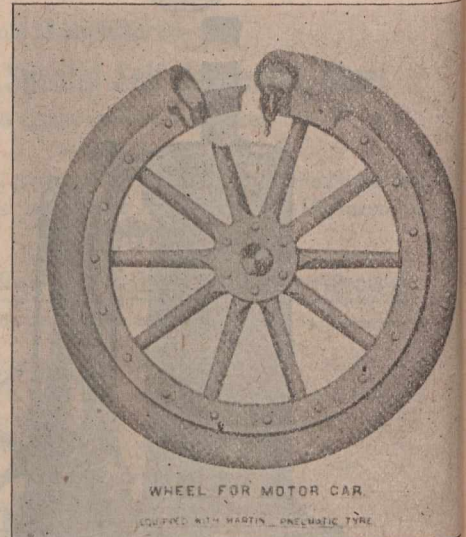
Sharp wits have not been unnecessary in settling and building a new nation in this fertile west. In an implement warehouse this afternoon some of the veterans were exchanging reminiscences. "I remember when the vicinity around Emerson was thrown open for settlement," said Mr. George Walton of Winnipeg. "The opening was to take place at midnight. A lot of farmers and others were on the spot, and as soon as the clock struck twelve we ploughed a furrow, each on a quarter section he had selected, which showed we had 'improvements,' and then we claimed the land."

The best known "foe" of the Manitoba farmer is the elevator combine. This is being opposed now in every considerable centre by the "farmers' elevator," which is a co-operative concern designed to do away with the middle man's profits, and to give a weight in which the farmer will place

The Martin Pneumatic Tyre.



For Motors and all
kinds of Light and
Heavy Vehicles.



WHEEL FOR MOTOR CAR
EQUIPPED WITH MARTIN PNEUMATIC TYRE

**NO CREEPING.
NO PUNCTURES.
NO INNER TUBE.
PERFECT
RESILIENCE.**

Write for Particulars and
Price Lists to

THE SECRETARY

Martin Pneumatic Tyre Syndicate,

LIMITED,

SUFFOLK HOUSE,
LAURENCE POUNTNEY HILL,
LONDON, E.C., Eng.

Telegrams: "PENSATIVO," London.

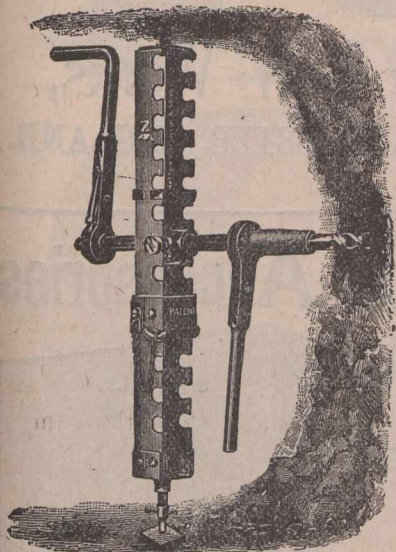
**Has Beaten all Records for
Enduring Qualities.**

Matthias Spencer

& SONS,

MANUFACTURERS OF

Steel Files, Cutlery, Edge Tools,
Hammers, Wedges, Picks, Boring
Machines Drills, Chisels, Crow-
bars, Shafts, Sockets, Shovels
&c

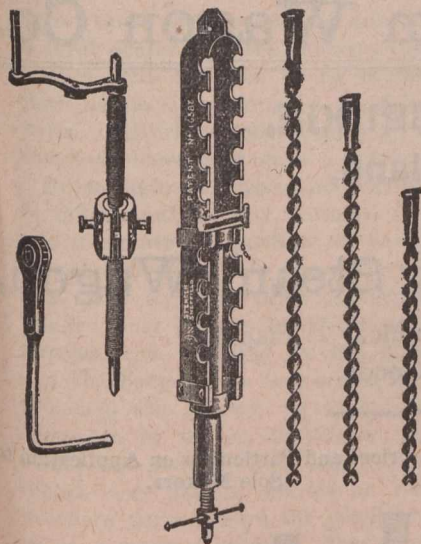


MAKERS OF

MINERS' TOOLS

Of Every Description.

These Mining Tools are manufactured for the Canadian Market under the New Preferential Tariff, which favours Canadians.



TRADE MARK.

**SPENCER
SHEFFIELD**

GRANTED 1749.

**Albion Steel Works,
SHEFFIELD, Eng.**

Write for Lists.
Prices on Application.

dependence. Several instances are cited in this locality of the result of the construction of an elevator of this kind, which bettered the price paid for wheat by all buyers from two to three cents a bushel. Another alleviating condition has been the extension of the Canadian Northern lines, and the construction of several elevator sidings between Belmont and Hartney. Stories are told of the keen fights over there last year between the farmers and the elevator men for the possession of empty cars that came in. It was the practice of farmers to go to the station after dark armed with bags containing a pack or a bushel of wheat. On the arrival of some empties they would board them, dump their handful of wheat on the floor, and thus have possession. One night out of a train of 27 cars which arrived at Minto only two were left for the elevator men at daylight. Important provisions are also contained in the new grain act, one being that flat warehouses may be erected anywhere by farmers, a privilege which is being availed of to a considerable extent. The owners of elevators are also required to give storage facilities to the farmers, and the railway is bound to furnish cars to farmers in the order of their application. These conditions are expected to materially improve the wheat-growers' position in the seasons to come.

On leaving Glenboro' yesterday I passed through a section of varying appearances but increasing richness. There were several miles of rather rolling land, some of a light character, affected presumably by the course of the Souris River. After crossing that stream the wheatfields occur in increasing frequency, a small percentage of them being cut. At Banting there was an immense stretch of flax, which must have amounted to nearly two hundred acres. West of Methven, for some distance nothing but wheat was visible in any direction, the stocks standing perfectly and the ears rapidly ripening. Interspersed were the houses and large barns and windmills of the owners, showing a progressive class of people. The same occurred just before reaching Carroll, the difference being that the grain on the south side was set off on a hillside, giving a better view.

Souris is a smart little town of nine hundred, with many brick stores and fine residences, planted in a spot where the first settler arrived only in 1880, and which has had the railway scarcely twelve years. It accommodates a district with a radius of about ten miles, and last year handled 360,000 bushels of wheat. This year there is a slight increase in the acreage, and it is expected to yield thirty bushels, as the unanimous opinion is that the crops were never finer. There is an increased acreage in oats and barley, which are likewise very heavy. Land has improved in value, and is now selling at \$20 an acre.

Between Souris and Hartney there was a larger percentage cut, and the king of western crops still maintained

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its unbroken front in a sea of waving green and yellow, varied by an occasional summer fallow. The district in which Hartney stands has but twenty years of civilization to its credit, yet six towering elevators look down on a bustling village of 500, with good buildings, while the young people when I arrived were taking relaxation in an extensive lawn tennis court. The town was entered by the C. P. R. in 1890, and by the Northern Pacific in 1900, and last year snipped 600,000 bushels of wheat. The same story of "crops never better" was in everybody's mouth. It was early this morning when the Canadian Northern, now operating the N. P. R. tracks, drew out of Hartney easterly toward Elgin. Scarcely were the village limits passed when the great Hartney wheat-fields were entered, and the traveller could feast his eyes on miles and miles of yellow grain, stretching, unbroken by a tree, and seldom even by summer fallow, to the horizon in every direction. It was a sight worth coming from Ontario to witness, and one which, springing from small capital and comparatively little time and labor, is surely one of the best evidences that Canada can offer of her bounteous riches. Presently we came to Elgin, another example of the rapid development of this great wheat belt. The village dates back only four years, when the railway came through, yet it has a population of four hundred, several fine brick stores, a \$3,000 Presbyterian church, and an Anglican church under way, three elevators, a flax mill, about 75 houses and a demand for many more, while in the backyards the presence of several goats reminded one of Harlem heights instead of the wide western prairie.

Mr. J. D. Ross, a farmer, who lives about five miles out, was in town taking home a little load of 4,000 pounds of binder twine with which to tie up his wheat! He does not claim to be a large farmer. He has 1,600 acres of wheat, which he expects will average thirty bushels to the acre, or a crop of about 48,000. Last year he had 36,000 bushels. Mr. Ross does not like to say so, but he is one of the best farmers in that section. He has in addition 300 acres of oats and 40 acres of barley, owns three or four barns, 30 horses, keeps six men and lives in a splendid modern brick house with all water connections and bath inside. He has been farming there ten years, previous to which he was a Brandon business man, and before that he lived in Ontario County. Near the village also is Mr. Jas. Argue, M.P.P., who has a farm of about 2,200. The estimate for wheat in the Elgin district is 30 bushels to the acre, and the statement is repeated that the crops never looked better. Quite a bit of cutting has already been done. A flax mill located there handles a good deal of straw, making it into tow. There are said to be 1,500 acres of flax in the district this year. As a crop it pays well, the seed selling at about \$1.50 to \$1.75 a bushel, and the

Telegraphic Address:—"DAZZLE, MANCHESTER." A.B.C., Code.

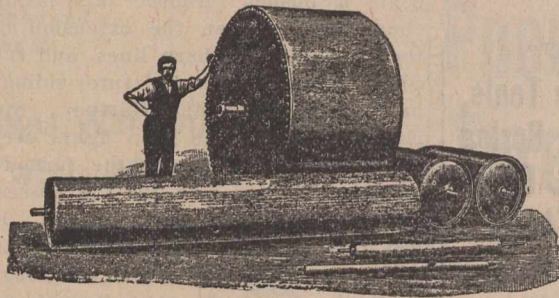
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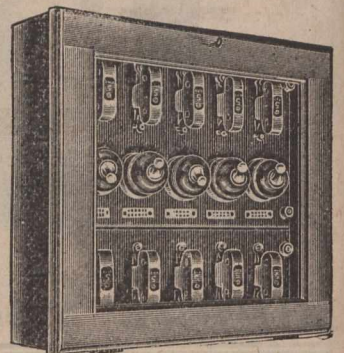
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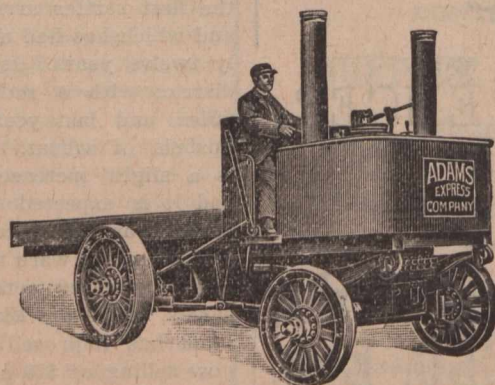
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Silver Medal, Highest Award, Al-
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"INAUDIBLE," London.

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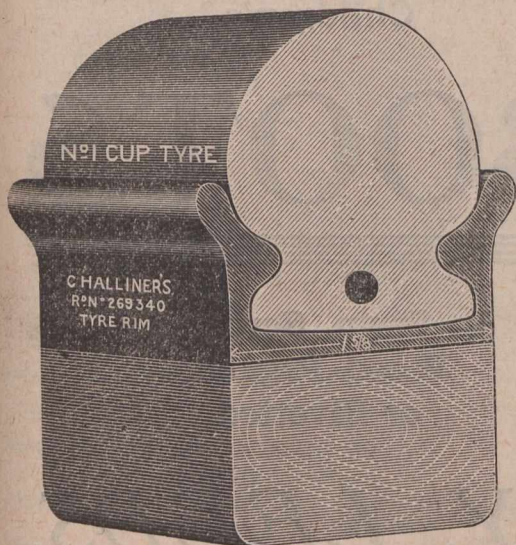
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MOTOR CAR TYRES

EVERY DESCRIPTION.

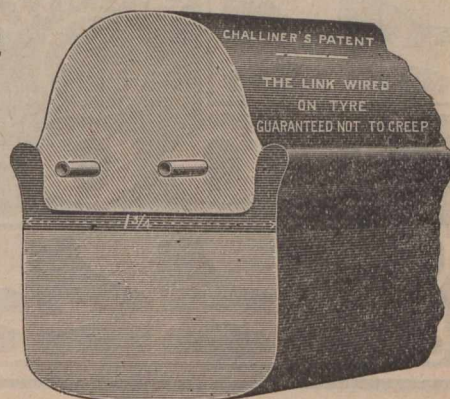


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Specially adapted for Motor Cars, Omnibuses, &c. Over 1,000 tons supplied during the last 12 months. Made in eight sizes to suit all classes of Vehicles.

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London, Eng: Office and Works, 24 Page Street, Westminster, S.W.

WRITE FOR DESCRIPTIVE PRICE LIST.

yield is twelve to twenty bushels per acre. Some stock-raising is done, but a local dealer said the farmers thereabouts were too rich to be bothered with cattle. He enjoys a good business, delivering fresh meat at the farmers' doors four days a week.

From Elgin to Boissevain, a drive of 24 miles southeasterly, revealed a fine wheat country, a portion of which is as yet unbroken, and where the trails still wind through miles of territory fringed only by the beautiful prairie flowers, and tenanted by the gopher and the badger. As Boissevain is approached the quality of the grain seems to be better, the straw being somewhat heavier, and one or two blocks were passed, notably on White brothers' farm, where the grain stood up to a man's shoulders. The quality hereabouts is uniformly good, there is but a rare field that is lodged, and unless something happens very soon the residents of Boissevain look for a high old time with this year's wheat money.

LARGEST BRITISH WARSHIP.

In selecting the vessel which should carry the name of Canada in Britain's great naval fleet as a recognition of

loyalty and highly appreciated help during the recent crisis in the history of the Empire, the Imperial government have greatly enhanced the honor by choosing what will undoubtedly be the largest and most powerful fighting ship ever built. They have entrusted the work of construction, says a London letter, to Messrs. Vickers, Sons & Maxim, Limited, largely because of the originality in design and efficiency of workmanship which have characterized the mercantile and naval ships built by this company. Indeed, one of the most important departures in design made in H.M.S. Dominion, as stated in the House of Peers, by the First Lord of Admiralty, was adopted from a battleship which the Vickers Company have recently built for the Imperial navy of Japan, and as the builders have an unequalled staff of naval architects and marine engineers for designing and constructive work, there is every prospect that H. M. S. Dominion will excel in every detail, as well as in size and fighting power. From all points of view, the honor paid to Canada will thus be worthy the great service that Canada has done.

The Dominion, the construction of which has recently been commenced, is 425 feet long between perpendicu-

lars; the maximum breadth will be 78 feet, and when fully completed her weight, as represented by the amount of water she will displace, will be 16,350 tons, and under such conditions her draught of water will be 25 feet 9 inches. Hitherto the largest of our naval ships has not exceeded 15,000 tons, and it may be said that the increase in fighting power is even proportionately greater than this addition to tonnage.

As regards gun power, H. M. S. Dominion will have four 12-inch breech-loading guns, four of 9.2-inch calibre, and ten 6-inch quick firers, in addition to a large number of smaller guns intended for warding off torpedo-boat attack. The 12-inch guns, which each weigh 50 tons, will be mounted in pairs at the forward and after end of the ship. On each side of these pairs there will be placed in separate armored barbettes, one 9.2-in. gun, weighing about 22 tons. The 6-in. quick-firers will be ranged along each side of the ship, some of them to be utilized for firing ahead after an enemy, and others for broadside attack.

On previous ships there have been similarly placed four 12-in. guns, but there has been a great development recently in the power of these weapons since the Admiralty adopted the Vickers improvements. Thus ten years ago our service 12-inch piece develop-

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Of Strong and Medium



Men's,
Women's
and
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BOOTS

In Sewn, Screwed,
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ALL
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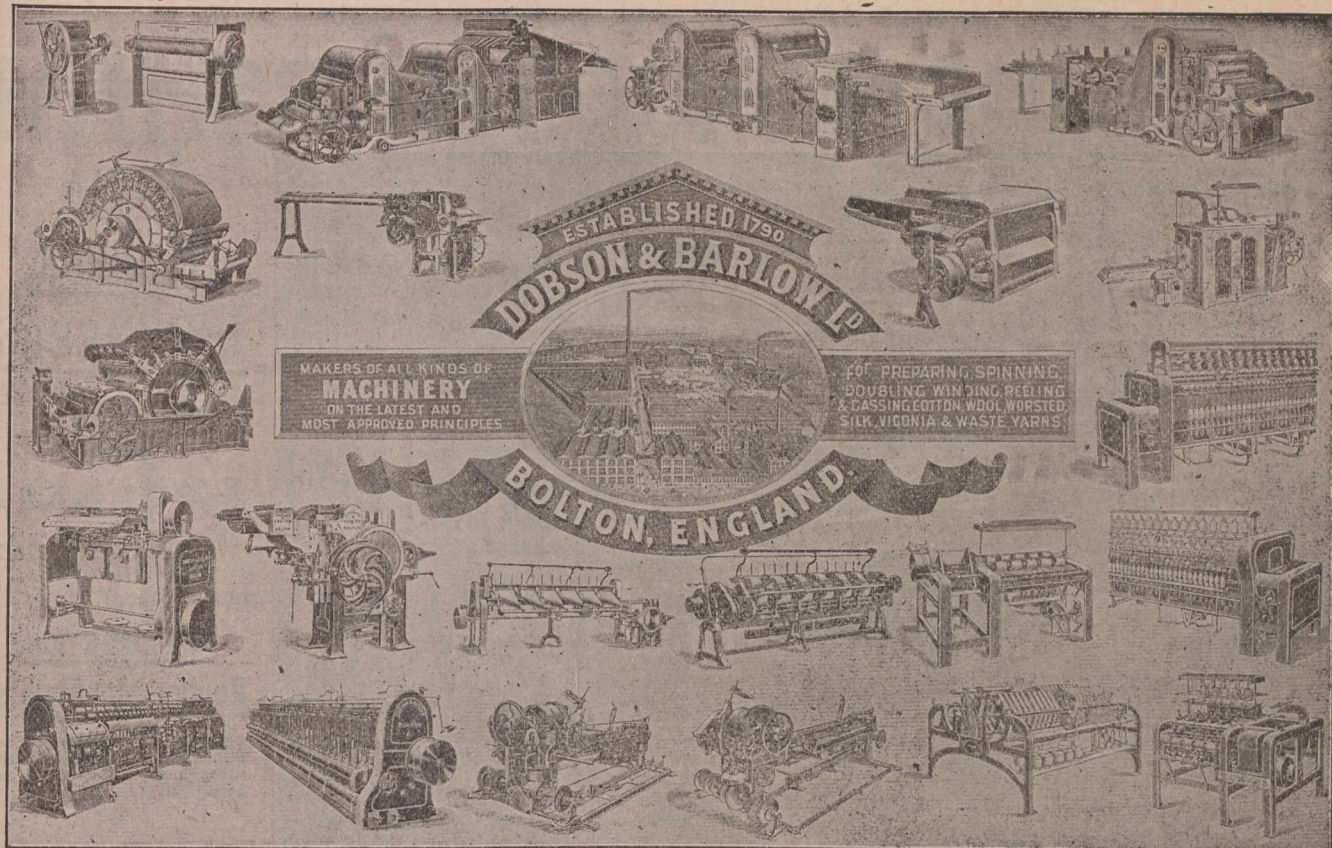
MONTREAL WHOLESALE PRICES CURRENT,
THURSDAY, SEPT. 4, 1902.

Name of Article.	Wholesale		
	\$	c.	¢
Drugs & Chemicals			
Acid Carbolic Cryst medl.....	0	5	0 30
Aloes, Caps.....	0	16	0 18
Alum.....	1	40	1 75
Borax, xtls.....	0	04	0 06
Brom. Potass.....	0	70	0 80
Camphor, Ref Rings.....	0	00	0 75
" Ref oz. ck.....	0	75	0 80
Citric Acid.....	0	85	0 40
Citrate Magnesia lb.....	0	25	0 45
Cocaine Hyd. (oz).....	5	00	5 25
Copperas, per 100 lbs.....	0	75	0 90
Cream Tartar.....	0	20	0 25
Epsom Salts.....	1	25	1 75
Glycerine.....	0	17	0 20
Gum Arabic per lb.....	0	20	0 40
" Trag.....	0	50	1 00
Insect Powder lb.....	0	25	0 40
do per keg, lb.....	0	22	0 30
Menthol, lb.....	5	50	6 00
Morphia.....	1	25	1 35
Oil Peppermint lb.....	2	75	2 50
Oil Lemon.....	1	15	1 25
Opium.....	3	50	4 00
Oxalic Acid.....	0	06	0 09
Phosphorus.....	0	50	0 75
Potash Bichromate.....	0	08	0 10
Potash Iodide.....	3	00	3 40
Quinine.....	0	80	0 40
Strychnine.....	0	65	0 80
Tartaric Acid.....	0	28	0 83
Licorice.—			
Stick, 4, 6, 8, 12, & 16 to lb., 5 lb, boxes.....	2	00	0 00
Acme Licorice Pellets, cans.....	2	00	0 00
Licorice Lozenges, 1 5 lb. cans.....	1	50	0 00
Heavy Chemicals.			
Bleaching Powder.....	1	75	2 50
Blue Vitriol.....	4	75	5 75
Brimstone.....	2	00	2 50
Caustic Soda.....	2	00	3 00
" ".....	0	00	0 00
Soda Ash.....	1	25	1 50
Soda Bicarb.....	1	75	2 25
Sal. Soda.....	0	75	0 85
" Concentrated.....	1	50	2 00
Dyestuffs.			
Archil, con.....	0	27	0 29 1/2
Cutch.....	0	09	0 00
Ex. Logwood.....	0	09	0 12

ed an energy of about 18,000 foot tons, while to-day 36,200 foot tons can be got the Vickers Company even guarantee 40,000 foot tons. The effect of this difference in a fight will be enormous. The rapidity of fire has also been greatly improved, and these new ships will be fitted with the Vickers' gun mounting and mechanism, which confers the advantage of enabling the gun to be reloaded immediately after fire and at any angle of training instead of bringing it back to the fore and aft position, necessitating aiming anew with all the delicate movements requisite for this purpose. From such 50-ton guns three projectiles of 850 pounds weight have been fired in a minute. The same system is to be applied to the 9.2-inch weapons, which have not before been fitted to our battleships in combination with 12-inch weapons. These 9.2-in. guns can each fire five projectiles of 380 pounds weight in a minute, and in this connection it is worth recording that with Vickers' guns firing capped forged steel shot, the armor plate of the most modern type has been completely perforated. The ten 6-inch guns weigh each seven tons, and will fire eight projectiles of 100 pounds weight per minute. Perhaps, however, the most convincing indication of the gun power is conveyed in the fact that in one minute she may discharge from her broadside against the enemy of the Empire:—

MONTREAL WHOLESALE PRICES CURRENT,
THURSDAY, SEPT. 4, 1902.

Name of Article.	Wholesale.		
	\$	c.	¢
Chip Logwood.....			
Indigo (Bengal).....	1	75	2 50
Indigo Madras.....	1	50	1 75
Gambier.....	0	07	0 07 1/2
Madder.....	0	09	0 12
Sumac.....	50	00	55 00
Tin Crystals.....	0	22	0 28
Fish.			
Blosters, per box.....	1	00	1 25
Labrador Herrings, N.F.....	0	00	0 00
Herrings, Nova Scotia.....	0	00	4 50
Macarel No. 2, brls.....	0	00	12 50
" " 1/4 barrel.....	6	00	6 50
Green Cod, No. 1.....	5	25	0 00
Green " large.....	0	00	5 25
No. 2.....	4	00	0 00
Large dry Gaspe per qntl.....	5	00	5 25
Salmon, brls Lab.....	11	50	14 00
Salmon, (half brls).....	0	00	6 50
" Brit. 50l brls.....	11	50	00 00
Boneless Fish.....	0	04 1/2	0 00
" Cod.....	0	05 1/2	0 06
Skinless Cod, case.....	5	00	5 50
N. S. Salt Herrings, in half-barrels	0	00	3 00
Loch Fyne Herrings, keg.....	1	10	1 15
Flour.			
Ogilvie's Hungarian.....	0	00	4 10
Ogilvie's Glenora Patent.....	0	00	3 80
Manitoba patents.....	4	00	4 10
Strong Bakers.....	3	70	3 80
Winter Wheat patents.....	4	00	4 10
Straight roller.....	3	85	3 80
do bags.....	1	75	1 85
Superfine.....	0	00	0 00
Rolled Oats.....	5	10	5 15
Corn meal, bag.....	1	50	1 55
Bran bulk.....	16	00	17 00
Shorts.....	21	00	22 00
Moullie.....	26	00	28 00
Farm Products.			
BUTTER; Choicest Cr.....	0	19	0 19 1/2
Eastern do.....	0	00	0 00
Under Grades Cr.....	0	18	0 13 1/2
Townships Dairy.....	0	17	0 18
Western Dairy.....	0	15 1/2	0 16
Good to choice.....	0	14	0 15
Fresh Rolls.....	0	00	0 00



Sole representatives in the United States and Canada, Messrs. Stoddard, Haserick, Richards & Co., 152 Congress St., Boston, Mass.

MONTREAL WHOLESALE PRICES CURRENT
 THURSDAY, SEPT. 4, 1902.

Name of Article.	Wholesale	
	\$ c.	¢ c.
Farm Products.—Con.		
CHEESE:		
Ont. New.....	0 9½	0 09½
Eastern.....	0 9	0 09½
Bees: New laid (shipped).....	0 18	0 19
Straight candled.....	0 15½	0 16
Straight fall.....	0 00	0 00
No. 3.....	0 15	0 15½
Maritime Prov.....	0 00	0 00
SUNDRIES:—		
Potatoes, per bag of 90 lbs.....	0 60	0 75
Honey, White Clov., Comb.....	0 10	0 11
“ Extracted.....	0 07	0 08
Beeswax.....	0 25	0 30
BEANS: prime.....	1 40	1 45
do. Best hand-picked.....	0 00	0 00
Groceries.		
<i>Sugars: Factory.</i>		
Ex Granulated, brls.....	0 00	3 65
Acadia gran'd.....	0 06	3 60
Ex Ground, in brls.....	0 00	4 40
“ in bxs.....	0 00	4 60
Powdered, in brls.....	0 00	4 15
“ boxes.....	0 00	4 30
Paris Lump, in brls.....	0 00	4 40
“ half brls.....	0 00	4 40
“ 100-lb bxs.....	0 00	4 40
“ 50-lb bxs.....	0 00	4 50
Branded Yellows.....	3 00	3 40
Molasses (Barbados).....	0 23	0 27
do brls. & ¼s.....	0 26½	0 30½
Evaporated Apples.....	0 09½	0 11
<i>Raisins:</i>		
Sultanas.....	0 09	0 12
Loose Musc. Malaga.....	0 08½	0 10
Layers, London.....	0 09	1 50
Con. Cluster.....	0 00	2 00
Extra Dessert.....	0 00	2 75
Royal Bucking'm.....	0 00	3 25
Valencia.....	0 05	0 08
“ Selected.....	0 06	0 08½
“ Layers.....	0 06½	0 07
Currents, Provincials.....	0 05	0 05½
Filiatras.....	0 00	0 06
Patras.....	0 00	0 00
Vostizzas.....	0 00	0 07
Frances, Cal.....	0 07	0 09½
do French.....	0 04	0 05
Figs in bags.....	0 08½	0 00
“ new layers.....	0 08	0 13
<i>Rice, C. C.....</i>	2 82½	2 92½
“ standard B.....	2 92	3 02½
“ Patna..... 100 lb.....	4 25	4 75
“ Burma.....	4 00	4 10
“ Crystal Japan.....	4 50	0 00
“ Carolina..... Java.....	0 00	3 07½
Pot Barley, bag 48 lbs.....	0 90	2 00
Pearl..... per lb.....	0 03	0 05
Tapioca, Pearl.....	0 02½	0 00
“ Flake.....	0 02½	0 00
Corn, 2 lb. tins.....	0 80	0 90
Peas, 2-lb tins.....	0 80	1 00
Salmon, 4 doz. case.....	3 60	5 00
Tomatoes, 3s. per doz.....	0 90	0 95
String Beans.....	0 80	0 85

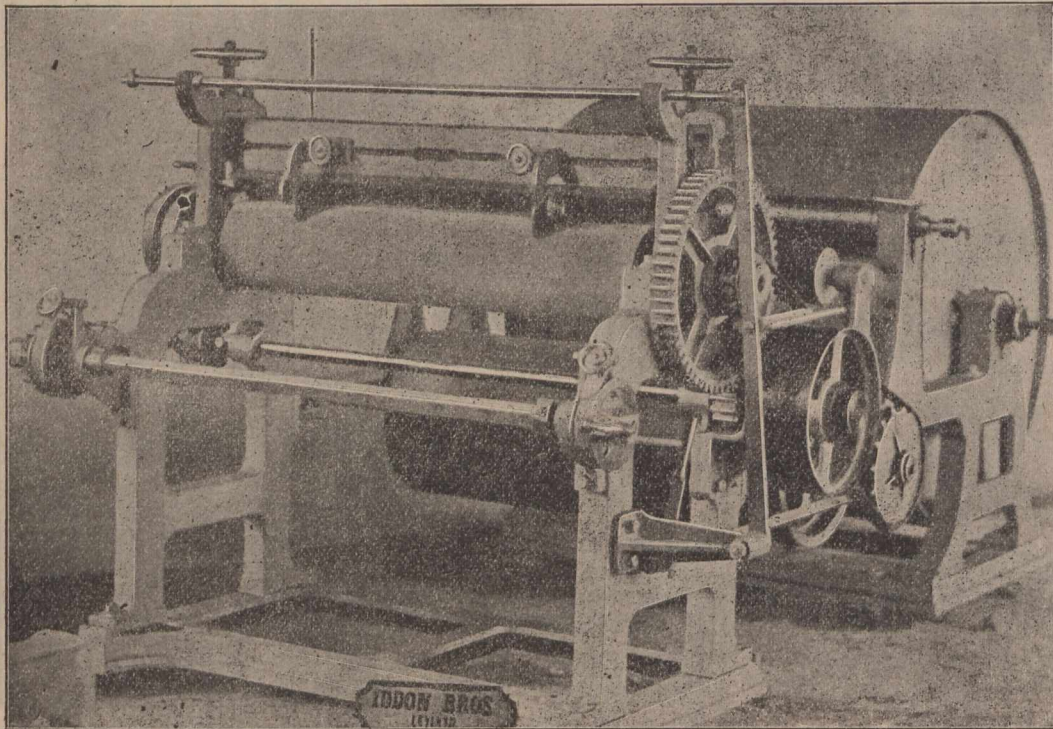
8 projectiles of 850 lbs. weight.
 8 projectiles of 380 lbs. weight.
 48 projectiles of 100 lbs. weight.
 or in all 14,740 lbs., equal to about 6½ tons, in 60 seconds. In the event of the ship pursuing an enemy she will be able to fire right over her bow in each minute, four shots of 850 lbs. weight; eight shots of 380 lbs., and 16 of 100 lbs., making in all 8,000 lbs. in each 60 seconds.

For defence she embodies the principles introduced for the first time by the Vickers Company in a Japanese battleship. By this system it has been possible to increase the depth of the armor on the broadside to about 22 feet. Thus it will extend from 5 feet below the water-line to the upper deck level; and the 6-in. guns mounted on the main deck, instead of being within casemates, leaving the broadside between these deck structures unprotected, will be placed within the broadside armor with armor traverses and splinter screens to isolate each gun. The thickness of the armor on the water-line will be 9-inch; the next strike, or row of plate, will be 8-inch, and above that 7-inch, while at the forward end it will be reduced by easy steps to 2-inch. This will be a great improvement on the existing system, as the unarmored skin-plating between the casemates cannot resist the penetration of high velocity shells, which could do considerable damage to the inboard plating of the casemates. The armor will thus be carried right forward to the huge ram bow, and at the after end, there will be across the ship a great armor bulkhead, so that there will be formed a citadel completely surrounded by armor within the area of which all the guns will be placed and effectually protected. There will be two protective decks,

MONTREAL WHOLESALE PRICES CURRENT.
 THURSDAY, SEPT 4, 1902.

Name of Article.	Wholesale	
	\$ c.	¢ c.
Hardware.		
Antimony.....	0 09½	0 10
7½. Block, L & F, ½ D.....	0 00	0 33
“ Straits.....	0 00	0 00
“ Strip.....	0 00	0 33
Copper: Ingot.....	0 00	0 00
CUT NAIL SCHEDULE.		
Base Price, per Keg, car lots.....	2 37½	0 00
Less quantity.....	2 45	0 00
Extras—Over and above 30d, 40d, 50d, 60d and 70d Nails.....		
Cut and Fence Nails—		
16 and 20d Hot Cut, per 100 lbs.....	0 05	0 00
10 and 12d “.....	0 10	0 00
8 and 9d “.....	0 15	0 00
6 and 7d “.....	0 30	0 00
4 and 5d “.....	0 40	0 00
3d “.....	0 65	0 00
2d “.....	1 00	0 00
Cut spikes 10c, per Keg advance.		
Fine blued nails—		
2d per 100 lbs.....	1 00	0 00
3d “.....	1 50	0 00
Casing, Box, Tobacco Box and Flooring Nails—		
20 to 30d per 100 lbs.....	0 55	0 00
10 to 16d “.....	0 60	0 00
8 and 9d “.....	0 65	0 00
6 and 7d “.....	0 70	0 00
4 to 5d “.....	0 95	0 00
3d “.....	1 20	0 00
Finishing nails—		
3 inch and longer per 100 lbs.....	0 60	0 00
2½ and 2½ inch.....	0 65	0 00
2 and 2½ “.....	0 70	0 00
1½ and 1½ “.....	0 95	0 00
1½ “.....	1 20	0 00
1 “.....	1 50	0 00
Slatting nails—		
1½ and 1½ inch per 100 lbs.....	0 95	0 00
1½ “.....	1 20	0 00
1 “.....	1 50	0 00
Common barrel nails—		
1½ inch per 100 lbs.....	1 00	0 00
1 “.....	1 00	0 00
¾ “.....	1 25	0 00
¾ “.....	1 50	0 00
Oilinch nails—		
3 inch and longer per 100 lbs.....	0 60	0 00
2½ and 2½ inch.....	0 65	0 00
2 and 2½ inch.....	0 70	0 00
1½ and 1½ “.....	0 95	0 00
1½ “.....	1 20	0 00
1 “.....	1 50	0 00
Sharp and flat pressed nails		
3 inch and longer per 100 lbs.....	1 35	0 00
2½ and 2½ inch.....	1 50	0 00
2 and 2½ “.....	1 65	0 00
1½ and 1½ “.....	1 85	0 00
1½ “.....	2 50	0 00
1 “.....	3 00	0 00
Coil Chain—No. 6.....	0 11½	0 00
“ 5.....	0 10	0 00
“ 4.....	0 09½	0 00
“ 3.....	0 09	0 00
½ inch.....	0 07½	0 00
5-16.....	4 35	0 00
¾.....	4 25	0 00
7-16.....	4 00	0 00

IDDON BROTHERS



INDIA RUBBER ENGINEERS,

Brookfield Iron Works,
LEYLAND,
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ENGLAND.
Engineers and
Rubber Machinists,

Plans for erection and Completion of New Rubber Works throughout, on the most modern principle.

SPECIALITIES: All kinds of Rubber Machinery.

SPECIAL NOTE: Buyers of Rubber Machinery, have 33 1/2 p.c. in their favor by purchasing from the Makers and Inventors in England under the new Canadian Preferential Tariff.

MONTREAL WHOLESALE PRICES CURRENT
THURSDAY, SEPT. 4, 1902.

Name of Article.	Wholesale.		
	\$	c	¢
Hardware.—Con.			
Coil Chain—No. 1/4	3 85	0 00	
9-16	3 75	0 00	
1/2	3 65	0 00	
3/4	3 75	0 00	
1 & 1 in.	3 60	0 00	
Galvanized Staples—			
100 lb. box, 1 1/4 to 1 1/2	3 25	0 00	
Bright, 1 1/2 to 1 3/4	2 90	0 00	
Galvanized Iron:			
Queen's Head, } gauge 28	4 40	4 65	
or equal. }			
Comet do 28 gauge	4 10	4 35	
Iron Horse Shoes:			
No. 2 and larger	0 00	3 35	
No. 1 and smaller	0 00	3 60	
Bar Iron, per 100 lbs.	1 90	1 95	
Car lots	0 00	0 00	
Norway, base	0 00	4 25	
Am. Sh. St'l, 6 ft. x 2 1/2 ft., 18	0 00	3 20	
" " " 20	0 00	3 20	
" " " 22	0 00	3 30	
" " " 24	0 00	3 30	
" " " 26	0 00	3 40	
" " " 28	0 00	3 50	
Boiler plates, iron, 1/2 in.	0 00	2 10	
" " " 3-16 in.	0 00	2 10	
Hoop Iron, base for 2 in. and larger	0 00	2 90	
Band Canadian, 1 to 6 in. 30c; over base of ordinary iron, smaller size Extras.			
Canada Plates:			
Full Polish	4 00		
Ord. 52 sheets	2 65		
" 60 do	2 70		
" 75 do	2 75		
Black Iron pipe, 1/2 in.	2 22		
1 in.	2 45		
1 1/2 in.	2 65		
2 in.	3 40		
1 in.	4 80		
1 1/2 in.	6 80		
1 3/4 in.	8 30		
2 in.	11 60		
per 100 ft. nett.			
Steel, cast p.lb., Blk Diam'd	0 08	base	
" Spring, 100 lbs.	3 00	0 00	
" Tire, "	2 30	base	
" Sleigh shoe, 100 lbs.	2 20	base	
" Toe Calk	2 90		
" Machinery	2 75	base	
" Harrow Tooth	2 50		
Tin Plates:			
10 Coks, 14 x 20	4 25		
10 Charcoal, 14 x 20	4 50		
10 Charcoal	5 50		
IX "	6 50		

and at the after end of the ship where the side armor is not carried, the skin-plating will be made much thicker than usual, as will also the protective decks.

The third important quality of the fighting ship is that of speed, and the Dominion is to steam at a rate of 18 1/2 knots, for which purpose she is being fitted with two sets of engines to develop 18,000 horse-power, steam being supplied to these from sixteen water-tube boilers. The total weight of the machinery is 1,735 tons. Experience of Vickers' ships, however, suggests that this speed may even be exceeded, for the Vickers built H.M.S. Hogue, one of six armored cruisers, which proved the fastest of her class, attaining a speed of 22.06 knots, and similarly the Vengeance, one of the later battleships, also did exceptionally well. The three latest ships added to the fleet from the works have established records for low coal consumption per unit of power per hour, so that in the fourth quality of being able to keep the sea for long periods, without requiring to re-coal, the Dominion is likely to be a credit to the country which gives her her name.

Having thus indicated the main characteristics of the Dominion, something may be said of the great firm which is constructing her, especially as the company have shown such a progressive spirit as may indicate to the Canadian the fact that the Old Country has within it enterprise, energy, and ingenuity not excelled in any industrial concern in the world. In

MONTREAL WHOLESALE PRICES CURRENT.
THURSDAY, SEPT. 4, 1902.

Name of Article.	Wholesale.		
	\$	c	¢
Terne Plate IC, 20x28			
Russ. Sheet Iron	7 50	0 00	
Lion & Crown tin'd sh'ts	0 10	0 00	
22 and 24 gauge case lots	0 10	7 75	
26 gauge	0 00	7 75	
Lead: Pig, per 100 lbs;	3 25	3 25	
Sheet,	0 00	0 04 1/2	
Shot, 100 lb., less 2 1/2 p.c.	0 00	6 50	
Lead Pipe, per 100 lbs.	7 00	0 00	
	less 37 1/2 p.c.		
Zinc:			
Spelter, per 100 lbs.	0 00	5 25	
Sheet, Zinc "	5 75	6 00	
Black Sheet Iron,			
Per 100 lbs.			
8 to 16 gauge	2 45	0 00	
18 to 20 do	2 40	0 00	
22 to 24 do	2 45	0 00	
26 do	2 50	0 00	
28 do	2 55	0 00	
Wire:			
Plain galv'd, No. 5	3 95	0 00	
do do No. 6, 7, 8	3 45	0 00	
do do No. 9	2 80	0 00	
do do No. 10	3 55	0 00	
do do No. 11	3 65	0 00	
do do No. 12	2 95	0 00	
do do No. 13	3 05	0 00	
do do No. 14	4 05	0 00	
do do No. 15	4 55	0 00	
do do No. 16	4 80	0 00	
Barbed Wire—	3 00	f.o.b.	
Spring Wire per 100, 1.25		Montreal,	
net extra.			
Iron and Steel Wire pl'n			
6 to 9	2 80	base.	
Rope.			
Sisal, base	0 00		
" 7-16 and up	0 12 1/2		
" 5 "	0 13		
" 5-16 "	0 13 1/2		
" 1/2 "	0 13 1/2		
" 3-16 "	0 14		
Manilla, 7-16 & lgr.	0 15		
" 5-16 "	0 15 1/2		
" 1/2 "	0 16		
" 3-16 "	0 16		
Lath yarn	0 16 1/2		
	0 11		

Telegraphic Address :—Musgrave, Bolton, England.

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Globe Iron Works,

BOLTON, England.

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BOILERS,

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per square inch.

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Mill Gearing and Cranes

Over....

70,000

I. H. P. Supplied for
Electrical Purposes
alone.

MONTREAL WHOLESALE PRICES CURRENT.
THURSDAY, SEPT. 4, 1902.

Name of Article.	Wholesale.	
	\$ c.	\$ c.
Wire Nails.		
Base Price carload.....	2 50	
Less than ".....	2 55	
2d extra.....	1 00	
2d f.....	1 00	
3d.....	0 65	
4d and 5d.....	0 40	
6d and 7d.....	0 30	
8d and 9d.....	0 15	
10d and 12d.....	0 10	
16d and 20d.....	0 05	
30d to 60d.....	Base	
Building Paper.		
Dry Sheeting (roll).....	0 35	0 00
Tarred ".....	0 45	0 00
Hides.		
Montreal Green Hides		
No. 1.....	0 09	0 00
No. 2.....	0 08	0 00
No. 3.....	0 07	0 00
Tanners pay \$1 extra for sorted cured & inspect'd Sheepskins.....	0 00	0 00
Clips.....	0 00	0 00
Lambskins each.....	0 00	0 50
Calfskins, No. 1.....	0 00	0 12
No. 2.....	0 00	0 10
Horse hides.....	1 50	2 00
Leather		
No. 1 B. A. Sole.....	0 27	0 28
No. 2 B. A. Sole.....	0 25	0 26
No. 3 B. A. Spanish Sole.....	0 24	0 25
Slaughter, No. 1.....	0 28	0 29
light medium & heavy.....	0 28	0 29
No. 2.....	0 26	0 27
Harness.....	0 26	0 32
Upper, heavy.....	0 34	0 36
Upper, light.....	0 35	0 37
Grained Upper.....	0 34	0 35
Scotch Grain.....	0 35	0 38
Kip Skins, French.....	0 60	0 65
English.....	0 45	0 55
Canada Kip.....	0 50	0 60
Hemlock Calf.....	0 50	0 70
Light.....	0 50	0 60
French Calf.....	0 85	1 10
Splits, light and medium.....	0 22	0 25
heavy.....	0 17	0 20
small.....	0 18	0 20
Leather Board, Canada.....	0 06	0 10
Enameled Cow, per ft.....	0 16	0 19
Febble Grain.....	0 12	0 14
Glove Grain.....	0 12	0 13
B. Calf.....	0 15	0 20
Brush (Cow) Kid.....	0 11	0 13
Buff.....	0 13	0 16
Russsets, light.....	0 35	0 40
heavy.....	0 25	0 30
No. 2.....	0 35	0 40
Saddlers' doz.....	7 50	9 00
Int. French Calf.....	0 65	0 75
English Oak lb.....	0 30	0 35
Dongola, extra.....	0 38	0 42
No. 1.....	0 20	0 22
ordinary.....	0 14	0 16
Colored Pebbles.....	0 13	0 16
Calf.....	0 16	0 22

deed the Vickers Company is the only concern which can build, armor, arm, engine, and completely equip a battleship, and when to the departments accomplishing such work there is added the shops for wood-working and other decorative arts, as well as for the manufacture of all electrical appliances now in modern passenger liners, it will be understood that the concern ranks amongst the most important extant. As a writer in one of our international magazines recently put it in dealing with the company:—"The progressive management, which directs a great variety of operations, adopted as a first economic principle a combination of rapid output with perfect workmanship, and has, as a matter of course, placed at the disposal of the army of twenty thousand workers in the employment of the company, the best mechanical appliances, so that labor is not only of the highest efficiency as regards output, but yields also a maximum of remuneration to the worker."

The splendid shipbuilding and marine engineering works at Barrow-in-Furness have a total area of 8½ acres, and the buildings alone cover 35 acres, while the 10,000 odd workers continuously employed earn over £17,000 per week. There are about fifteen berths for the building of ships, and the rapidity of construction attained is largely facilitated by the immense electrically driven Gantry conveyor cranes, which traverse along the berths, while the whole of the immense machine tools within the works are driven by electricity, nearly 400 separate motors being utilized continuously developing between four and five hundred horsepower. The engine works are also thoroughly modern in their equipment, and very rapid work has been done, alike for the merchant service and the navy, but for Canada the most interesting instance of the work of the

MONTREAL WHOLESALE PRICE CURRENT
THURSDAY, SEPT. 4, 1902.

Name of Article.	Wholesale.	
	\$ c.	\$ c.
Oils		
Cod Oil.....	0 85	0 40
S. R. Pale Seal.....	0 52	0 55
Straw Seal.....	0 40	0 50
Cod Liver Oil, Nfd. Norw.....		
Process.....	1 40	1 60
Norwegian.....	2 00	2 25
Castor Oil.....	0 08	0 10
Castor Oil brls.....	0 07	0 08
Lard Oil, Extra.....	0 80	0 80
do.....	0 70	0 80
Linseed, raw, nett.....	0 74	0 77
do.....	0 77	0 80
Olive, pure.....	1 05	1 15
Extra, qt., per case.....	0 00	3 70
Turpentine, nett.....	0 67	0 68
Petroleum:		
Benzine.....	0 22	0 30
Glass.		
Jointed inches, 00 to 25.....	0 00	2 10
do.....	0 00	2 20
do.....	0 00	4 70
do.....	0 00	4 95
Paints, &c.		
Lead pure 50 to 100 lb. kgs.....	0 00	5 25
do No. 1.....	0 00	4 87
do No. 2.....	0 00	4 50
do No. 3.....	0 00	4 12
do No. 4.....	0 00	4 62
White Lead dry.....	5 50	5 50
Red Lead.....	5 00	5 50
Venetian Red Eng'h.....	1 75	2 00
Yel. Ochre, French.....	1 50	3 25
Whiting, ordinary.....	0 45	0 50
do Gilders.....	0 60	0 70
do Paris, do.....	0 85	1 00
English Cement, cask.....	2 15	2 25
Belgian do.....	1 65	1 90
German do.....	2 25	2 45
American do.....	2 00	2 40
Fire Bricks per 1000.....	16 00	22 00
Fire Clay.....	1 50	1 75
Rosin.....	2 75	5 50
Glue:—		
Domestic Broken Sheet.....	0 13	0 15
French Casks.....	0 11	0 13
do brls.....	0 00	0 14
American White, brls.....	0 16	0 20
Coopers' Glue.....	0 29	0 28
Brunswick Green.....	0 04	0 10
French Imperial Green.....	0 12	0 16
No. 1 Farnit's Varn'h, pr.gl.....	0 65	0 70
do do.....	0 75	1 00
Brown Japan.....	0 60	0 75
Black Japan.....	0 50	0 75
Orange Shellac, No. 1.....	2 00	2 25
do do Pure.....	2 25	2 75
White do.....	2 75	3 00
Putty Bulk 100 lb. brl.....	0 00	2 00
Parisgreen in drum 1 lb pk.....	0 18	0 19
Kalsomine, 5 lb pkgs.....	0 00	0 08
Wool.		
Canadian Washed.....	0 12	0 13
North West.....	0 13	0 15
Unwashed.....	0 08	0 00
B. A. Scoured.....	0 34	0 35
Natal.....	0 16	0 17
Cape, greasy.....	0 16	0 17
Australian greasy.....	0 16	0 20

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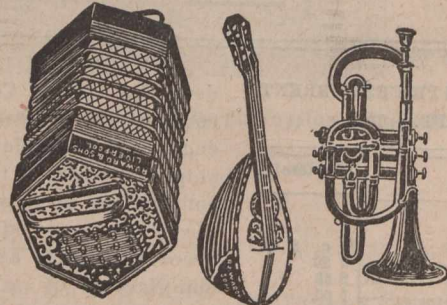
IRVEN BROTHERS, LIVERPOOL, ENG:

Under New Canadian Tariff Law.

establishment is the success and continuous popularity of the three empresses of the Pacific Ocean. All three vessels, which have carried the fame of the Canadian Pacific Railway and its management, had their origin at the Barrow-in-Furness works, owned by Messrs. Vickers, Sons and Maxim, Limited.

At Sheffield the company not only made their larger guns and armor plate, but also the great forgings and castings which are required for the ships and their machinery, and here the works, covering about 50 acres have many forging presses ranging up to 8,000 tons, whilst many of the planing machines and lathes cost £8,000 each, so that the 5,000 odd workers have the best of tools for the many operations carried out. Forgings and castings of 60 to 80 tons are almost every-day occurrences. The annual output of armor is 10,000 tons, and of guns 370, ranging from the 50-ton gun,

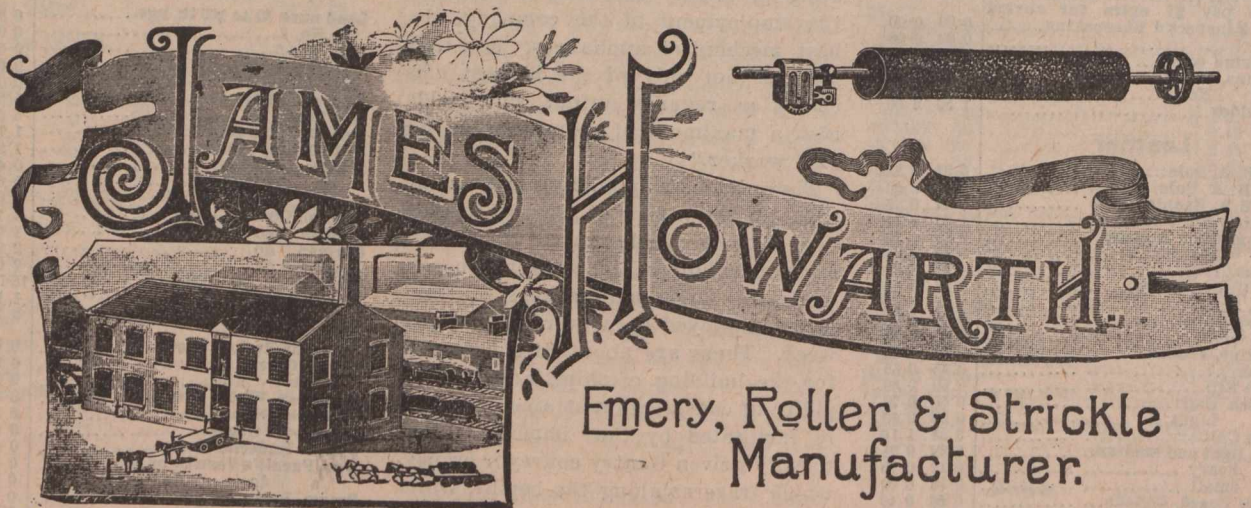
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Military Musical Instrument Manufacturers.

Wholesale Importers
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Improved ROLLER GRINDING FRAMES of all descriptions.

ROLLERS RE-COVERED with COMPOSITION and EMERY manufactured on an Improved Principle by our own Patent Machinery.

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Steel Moulders' Composition for Castings of every description.
 Ground Ganister for Cupolas, Bessemers, Crucible Steel Melting Holes, etc.
 Patent Non-Conducting Cement for Steam Pipes and Boilers superior to Felt and Compositions for preventing the radiation of Heat, Saving Fuel, etc.
 Special Terms to Canadians under the New Preferential Tariff,

"PIONEER"
GOLDEN FLAKE
CAVENDISH TOBACCO.

MADE IN LIVERPOOL, ENGLAND.

TRADE PRICE:

1/2 lb. tins	\$1.20
3/4 lb. tins	\$1.25
1/8 lb. package	\$1.30
1-16 lb. package	\$1.30

Per lb.

"Order direct or through your tobber."

Manufactured by The
Richmond Cavendish Co., Ltd.,
Liverpool, England.

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which takes eleven months to complete, down to the 6-inch weapon, which can be manufactured from the raw material within four months.

The company at their Erith Works make all the smaller guns, including the popularly-named pom-pom, which did such splendid execution during the South African War, as well as the Maxim, which, as Kipling puts it, "has talked to them heathen kings" to good purpose on on every occasion.

At all these works, as well as others not specially named, the company depend entirely on electric power and utilize 5,000,000 kilowatts per annum. They have at work 1,200 motors, developing continuously something like 11,000 brake horse-power, so that it will be recognized that in all respects the company can ensure not only work of the highest efficiency, but can accomplish it in the minimum of time, and for this reason the selection of Messrs. Vickers, Sons & Maxim, Limited, for building the Dominion is one that all in Canada will highly appreciate.

Roger Brighthouse,

Contractor to His Majesty's Government

15 Sugar Lane,
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Manufacturer of all kinds of

Ropes & Twines, Cotton Banding, Engine Yarns, Hemp & Cotton Gaskins, &c.
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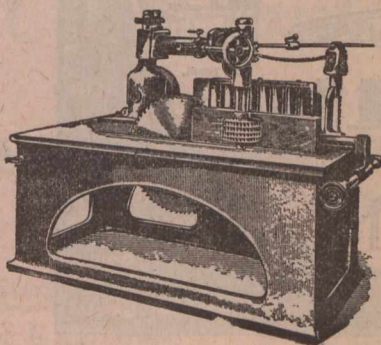
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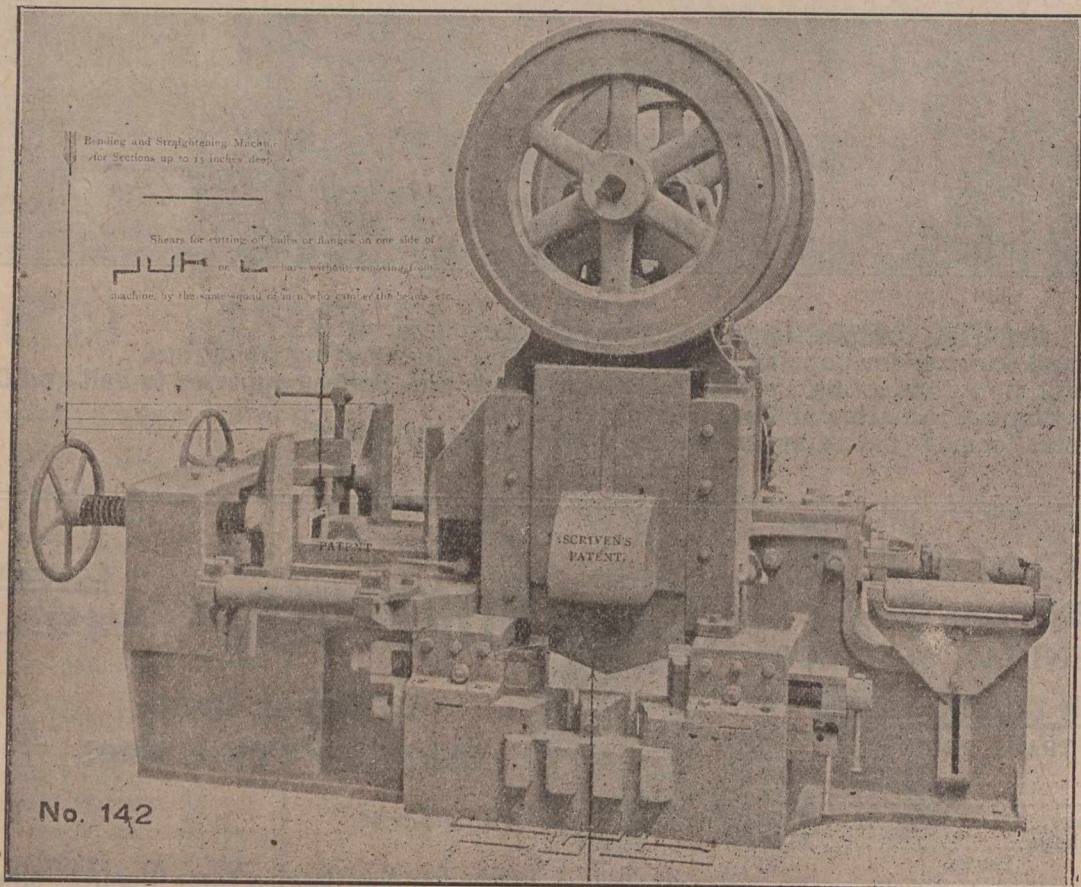
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Tel. Address: "SCRIVEN, LEEDS."

SCRIVEN & Co., LEEDS. ENG.

Machine Tools and Hydraulic Machinery,

For ENGINEERS, SHIPBUILDERS, BOILER MAKERS and BRIDGE BUILDERS



PATENT COMBINED MACHINE for Shearing either Right or Left Hand without changing a knife Also for Bending Beams and Shearing one side off the Bulb for riveting knees to, and Horizontal Punch.

Patent Angle-Bar Planing Machine. Patent Edge and Butt-Plate Edge Planing Machine. Scriven's Vertical Plate Bending Machine, with Bend Plates to end without flat.

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GRANARIES,
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G.S. TANK.

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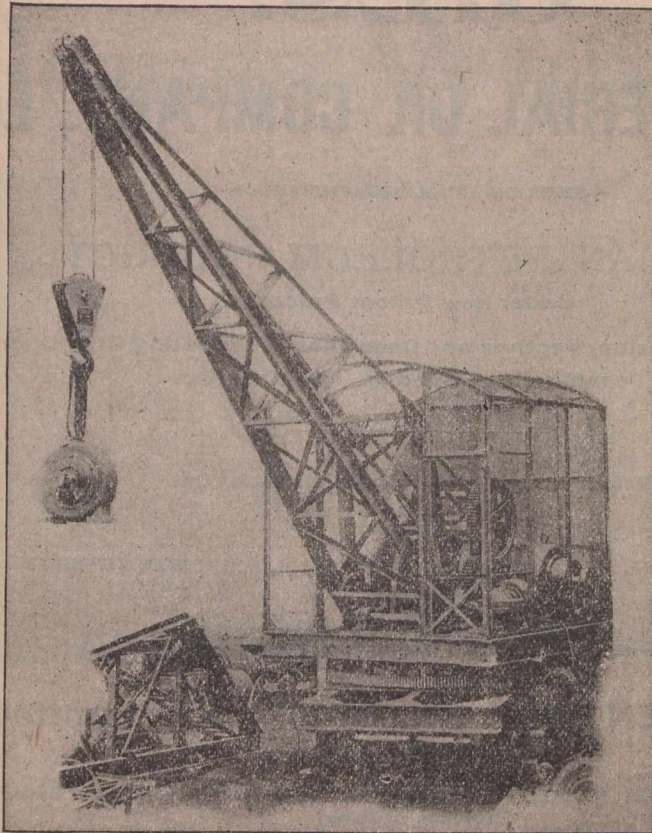
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BLAST
FURNACE CASINGS,
HOT BLAST STOVES.
VALVES & RADIAL DRILLS.

WESTERN STATES FOR RECIPRO- CITY.

The excellent crops harvested in Manitoba and the Canadian North-West during the past two years, and the promise of large returns this year have directed the attention of the mercantile and industrial interests of this portion of the country, says a recent Minneapolis Minn., letter, to those rich and promising territories. Last fall the reported yields were brought to the notice of farmers seeking new fields. As a result, many exploited Canadian lands, and have settled in the Dominion. A reason for the transference, apart from the natural attractions of the country, is the circumstance that the Canadian lands are cheaper than those of the neighboring States. Now that Dakota and Minnesota are so well settled, it is impossible to buy there at less than from \$15 to \$20 an acre. The purchaser of a quarter section has therefore to find \$2,400 or \$3,200 as the case may be, or to go into debt for a proportion of that sum, before he can commence operations. On top of that, there is the cost of building, and of machinery. The

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THE
International Electrical
Engineering Company,

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Strand, LONDON. W C, Eng.

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Electric Lighting Traction and
Power Transmission Plant.

Continuous Current Dynamos and Motors, Single and Multiphase Alternators and Motors, Transformers, Motor-Generators, Balancers, Boosters, Motor Controllers and Switchboards, Electric Cranes, Overhead Travellers, Hoists, Electric Mining Machinery, Haulers, Pumps, Complete Equipments for Tramways and Railways, Arc Lamps, Open or Enclosed, High Quality Arc Lamp, Carbons, &c., &c. Send for Price Lists.

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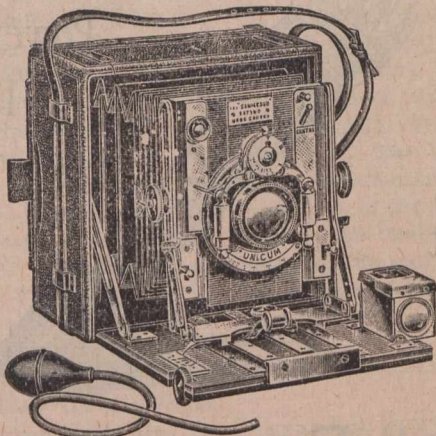
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GEORGE HOUGHTON & SON,

Manufacturers and Dealers,

88 & 89 High Holborn, London, W.C., England.

Special prices to Canadians under the New Preferential Tariff. F.O.B. London, Eng.

situation makes settlement by persons of small means well-nigh impossible.

In Canada, on the other hand, prices range at from \$2 to \$5 an acre. When the soil has been broken there is a chance of selling it at an advance, and in that case, even though the settler may not remain, he has made a profit which would be out of the question in the American West.

Following the movement of settlers has come a speculative movement in Canadian lands. Capitalists have made investments in areas of considerable extent, with a view of future possibilities. It is calculated that if the popularity of the North-West is maintained the sales will net handsome returns. Men with money, here, and even in Iowa, have united to secure control of blocks that promise well in the future. The situation has awakened the interest of the industrial and commercial bodies. Deputations from this city have recently passed through the Canadian territories, and have returned with rosy reports regarding

Eclectic Steel Co., Limited,

Princess Street Works,
SHEFFIELD, Eng

MANUFACTURERS OF

CRUCIBLE CAST STEEL

FOR ALL PURPOSES.

Special Miners Drill Steel
Ground and Polished Steel for Shafting.

SPECIAL NOTE.—This Special Steel is manufactured for the Canadian Market, under the new preferential tariff, 83½ per cent. in favour of the English makers.

their prospects from the business point of view.

One result is a decided call for reciprocity with Canada. At a convention just held it was pointed out that under a reciprocal treaty admitting wheat free, and securing freedom for manufactures in the Canadian market, Minneapolis would become a second Chicago. The millers of Minneapolis would extend their operations so as to manufacture the Manitoba flour, which they cannot do now, owing to the duty, and the industries of the Western States would prosper by reason of the Canadian demand for their products.

For reciprocity the campaign here is exceedingly warm. It is maintained that while such a policy would be beneficial to the United States, it would be equally so to the Canadian West, in that it would render the settlement of the country by people from the United States more rapid than it otherwise will be. The Minneapolis Journal, which leads in the advocacy of this scheme, represents that the Canadian West cannot prosper in English and Canadian hands, and that what it wants is the energy and capital of Americans, who, under favorable conditions, are ready to push it. As a proof that the Americans are in earnest, this paper says that Marshall Field & Co., of Chicago, have already decided to open a department store in Winnipeg. With a different trade policy the large establishments in Minneapolis would manufacture for the Canadian market in the West, and open sales-rooms at various points.

THE QUEEN'S CORONATION ROBES.

The following is a description of the robes worn by the Queen at her Coronation. The underskirt was made very plain and the bodice tight fitting, all being of gold tissue, over which was placed an upper dress of gauze embroidered in gold. From the shoulders hung gauze streamers reaching nearly to the hem of the skirt. The bodice was finished at the back with a golden Medici collar. The cloth of gold of this dress was of a very soft pleasant tint, contrasting admirably with the very rich ruby-purple velvet of the train worn over it, which hung from the shoulders. The train was 18 ft. in length and about 5 ft. in width, lined throughout with miniver. It had a cape from the shoulders about 18 in. deep, of the same fur, and was bordered all round with an edging of ermine, three inches wide. It was powdered or seme with Imperial crowns embroidered partly in glittering plate gold and partly in Chinese gold, the crosses and fleurs-de-lys in what is known as purl, the balls along the arches of the crown being made of gold studs, and the bases of sparkling silver thread. These crowns were set 16 inches apart every way and were 30 in number.

The whole train was surrounded by

OILS.

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—REFINERS AND MANUFACTURERS OF—

CANADIAN PETROLEUM PRODUCTS,

Under New Patent Process

Refined Oils, Benzine, Naphthas and Gasolenes, Lubricating Oils, Greases
Paraffine Wax Candles, Fuel Oils, &c.

Refineries: **SARNIA** and **PETROLIA**, Ont.

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—SELLING AGENTS FOR PROVINCE OF ONTARIO—

The QUEEN CITY OIL COMPANY, Limited,

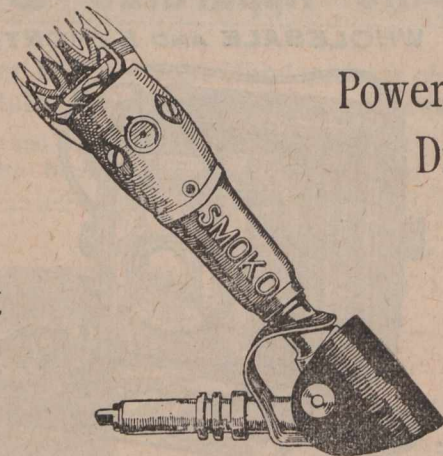
Head Office: **TORONTO**, Ont.

Branches: **OTTAWA, HAMILTON, LONDON, KINGSTON**, and other Stations in
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Sheep Shearing Machines

For
Power and Hand
Driving.

"SMOKO"
Brand are
the most
Reliable.



Newall Engineering Co.,

LIMITED.

36 Featherstone St., - - LONDON, England.

a very rich golden border divided into three parts, between the first part of which and the ermine border was a strip of velvet showing, and making a fine contrast to the fur and gold. The first part was of cloth of gold with a running pattern of bright pale gold on a rich mellow tint, and on this were "applied" hundreds of the English rose in very thick embroidery. The next part was of the velvet, and on it was wrought a pattern formed of branches of oak leaves and acorns held together alternately by the crosses

and fleurs-de-lys of the Imperial crown. This border was so finely worked as to have the appearance of a golden jewel; the leaves were of bullion gold, the stems of Chinese, the acorns of thick bullion, their cups of gold beads sewn closely together, and the fleurs-de-lys and crosses of many different sorts of gold, the latter set off with jewels of gold. The third part of the border was of cloth of gold woven on a ruby-purple ground and was of oak leaves among stems supporting alternate English roses and

Tel. Address, "Abbey," Accrington.

Established over 50 years.

James Walmsley & Sons,

Accrington, Eng.

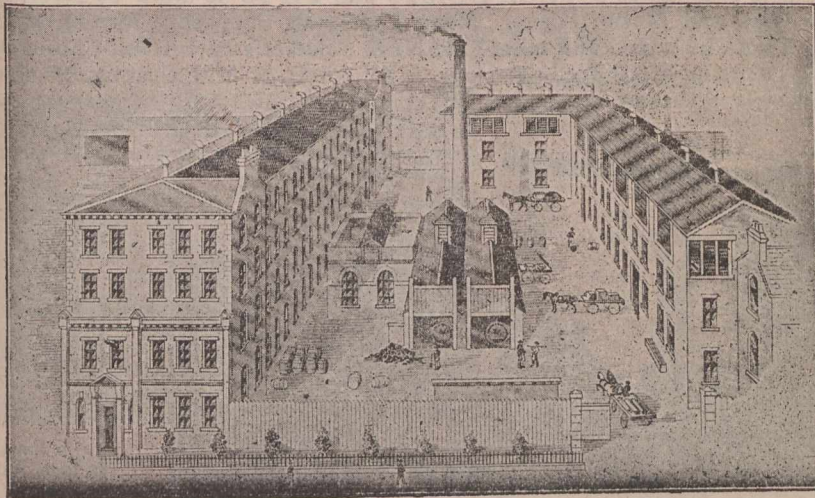
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Strapping Manufacturers
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Any Width or Strength, made on our own Improved Principle, whereby Stretching is almost impossible.

Roller Skins, Picking Bands, Green and Oak Tanned; Leather Pickers, Laces, Buffalo Skips, Buffalo Pickers and all other kinds of Leather Goods used in the Spinning and Manufacturing of Cotton, Woollen, Silk or Jute.



fleurs-de-lys, embroidered as in the former instances. The whole border was 15 in. wide. At the end of the train was a very rich piece of embroidery a yard and a half in length, filling up the whole sweep of the train. This was meant to represent the growth of the British Kingdom, by means of a vigorous rose tree ascending through the crown of the ancient kings of England and spreading upwards into strong branches bearing double flowers, the outer portion being of gold and the inner of silver petals and leaves armed with stout thorns. As the tree grows upwards the thistle and shamrock are grafted on to it and at last it envelops the star of the Indian Empire, and is surmounted by the lowest of the Imperial crowns which cover the rest of the train. Among the roots of the tree sprout the fleurs-de-lys of France.

The great stems of this piece were embroidered in plate gold, Chinese and other kinds, with the thorns of a very sparkling gold thread; the leaves of the rose and the shamrock were of "purl," the leaves of the thistle were of bullion with great veins of plate, and the flowers of it were very beautifully shaded with purple silk. The star of India was of silver with golden rays, whose brilliance was expressed in golden studs gradually diminishing in size to just points of gold.

The train was worked from designs by, and under the constant supervision of, Mr. Frederick Vigers, of Great Beeleigh, Maldon, Essex, by the members of the Ladies' Work Society in Sloane Street, of which the Princess Louise, Duchess of Argyll, is president, and it displayed the most exquisite skill in embroidery.

The members of the society who did the principal part of the work were the Misses Jessie Robinson, E. Briant, D. Lang, L. Bennett, A. Giles, Thurston-Thompson, C. Welland, E. R. Harriss, J. Cossins, R. Smith, M. Martyn, A. H. Lock, A. Butt, O'Meara, and Murray-Daly, with Miss Slandon as manager. The cloth of gold borders were manufactured by Messrs. Warner and Sons, of Newgate street and Braintree. The train was mounted by Messrs. Ede and Ravenscroft, of Chancery Lane, robe-makers to their Majesties.

CANADIAN WHEAT IN MINNEAPOLIS MILLS.

The grinding of Canadian wheat in bond is certain to become a profitable and extensive department of Minneapolis milling, remarks a recent Minneapolis exchange. Experiments made by the Washburn-Crosby company de-

monstrates the entire practicability of the plan. These experiments show that Canadian wheat can be ground in Minneapolis at a profit to the millers sufficient to assure the bonding of elevators and mills for exclusive handling of bonded wheat.

The experimental venture of the Washburn-Crosby company consisted in the milling by that concern of 200,000 bushels of Canadian wheat. The United States government looked with such favor on the enterprise that every courtesy and encouragement were accorded the company in its efforts to establish a new avenue of trade.

The officers of the company declare that the result of the trial recently concluded was entirely satisfactory, financially and otherwise. Some trouble had been anticipated, but none developed. The government allowed the firm in liquidation all waste products of the wheat, and also gave credit for the natural loss in milling, rendered possible the grinding of this wheat without payment of duty. James S. Bell, president of the Washburn-Crosby company, in an interview with the Tribune recently, said that at any time wheat was cheaper in Canada than the actual market price it could be brought to Minneapolis with profit, both to the miller and the farmer.

"It is impossible to tell what the future will develop in this direction,"

TAYLOR & WATKINSON,
Machine Cast and Planed Printers' Leads.
Peter's Yard, Kirkgate, Leeds, Eng.

JOHN BARKER & SONS, Limited. PARK STREET IRON WORKS, OLDHAM, ENGLAND.

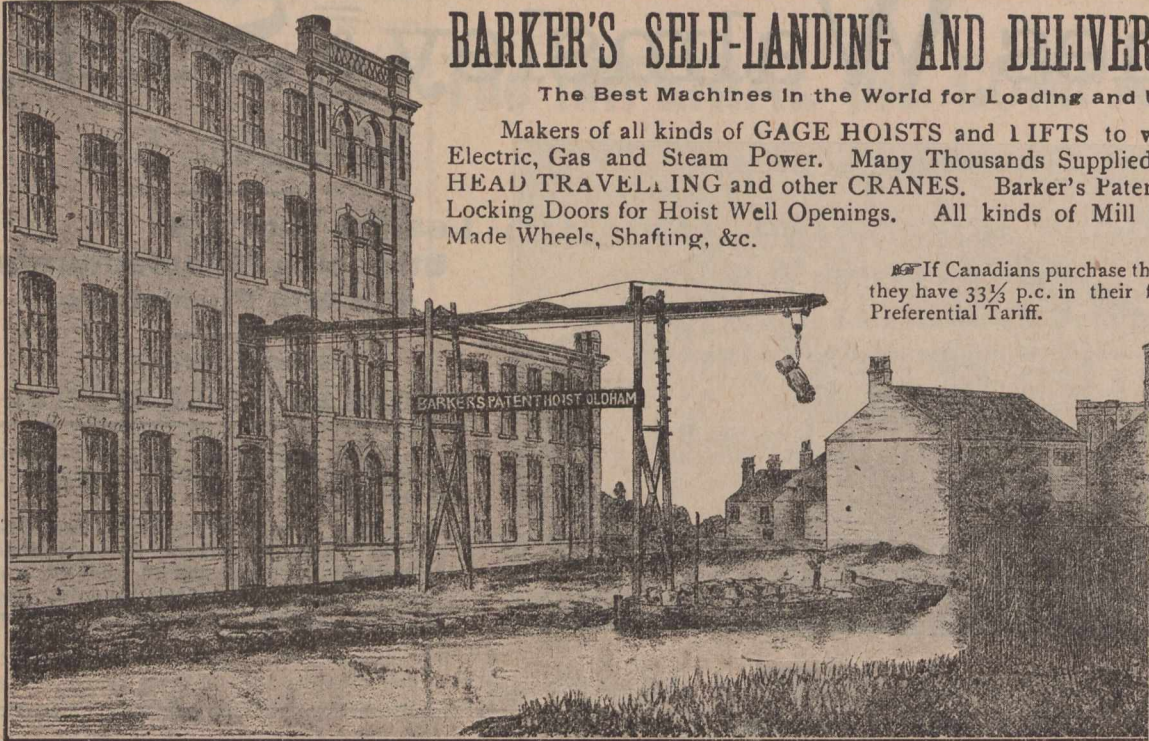
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BARKER'S SELF-LANDING AND DELIVERING HOISTS

The Best Machines in the World for Loading and Unloading Goods.

Makers of all kinds of GAGE HOISTS and LIFTS to work by Hydraulic, Electric, Gas and Steam Power. Many Thousands Supplied. Also of OVER-HEAD TRAVELLING and other CRANES. Barker's Patent Self-Closing and Locking Doors for Hoist Well Openings. All kinds of Mill Gearing, Machine-Made Wheels, Shafting, &c.

If Canadians purchase these Cranes in England, they have 33 1/3 p.c. in their favour under the new Preferential Tariff.



Barker's Patent Hoist.

70 ft. long, 30 ft. high. Winds one Bale per Minute.
OVER 2,000 AT WORK.

said Mr. Bell, "but we are satisfied that a great deal of Canadian wheat will be ground here during the coming season. We have shown the Canadian railway companies that they can get as much by shipping to Minneapolis as by carrying the grain to Port Arthur. What the extent of the traffic will be it is too early to predict.

"The situation has been brought about from the fact that Canada is a new country, with insufficient elevator equipment. These elevators were unable to handle the crop last year, and as a result there was a vast accumulation of wheat at stations on the Canadian Pacific and the Canadian Northern lines. This accumulation forced down prices, as the companies could not provide equipment to move the crop. Dealers would not pay full value

and carry wheat indefinitely without safe storage. The Canadian Pacific Railway company, in order to relieve congestion, called on all its branch lines for cars, thus forcing the accumulated wheat on the market at reduced prices. This wheat eventually went into the English markets, upset values and marred business relations.

This situation forced on our attention the necessity for bringing the surplus wheat here to be ground, and we took steps toward making the experiment with Canadian wheat. I may say that we are eminently satisfied with the outcome. At any time during the coming winter, if there should be an accumulation of wheat in western Canada, assuming that the American roads are able to furnish equipment, we shall import the wheat in bond. It can remain in the elevators still i

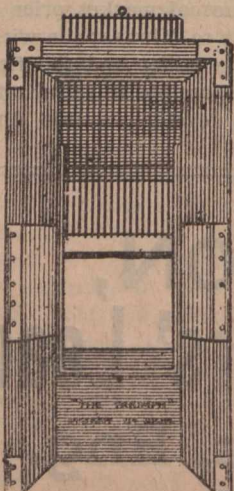
bond until we bond a mill to grind it in. There is an immense crop in Canada this year. Of course, the elevator system has been tremendously enlarged, but there are combinations of conditions that may result in the grinding of Canadian wheat in Minneapolis on a heavy scale during the winter."

CANADA EIGHTH.

Canada stands eighth in point of ownership of vessel tonnage among the nations of the earth, leading Spain, Sweden, Holland, Denmark, Greece, Japan, Turkey and other countries. As of yore, Britain heads the list, the United States being second, then Germany, Norway, France, Italy, Russia

S RAMSEY & Co,

Manufacturers of BIRD CAGES of every description, SIEVES, SCREENS, &c.



Aviaries, Parrot Cages, Fire-guards, Nursery Fenders.

Illustrated Catalogues Mailed Free on Application.

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33 1/3 in favour of Canadians, under the New Tariff,

Telegraphic: "Methodical, London."

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Chamois and Gloves
... AND ...
Athletic Goods Manufacturers.

Harvest Gloves, Driving and Dress Gloves, Housemaids' Gloves, Gardening Gloves, White Cow-Hide and Seal and Tan Mitts. Cricket, Tennis, Footballs, Boxing Gloves.

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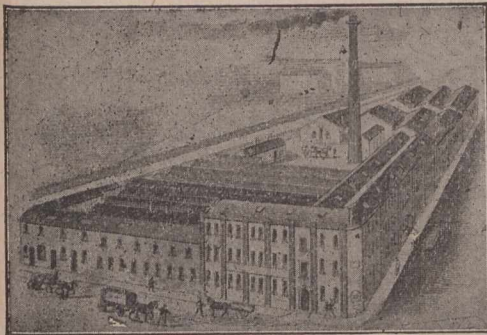
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Tanners and Dressers of Welsh, English, Calf, Persian, and Goat Roller Skins.

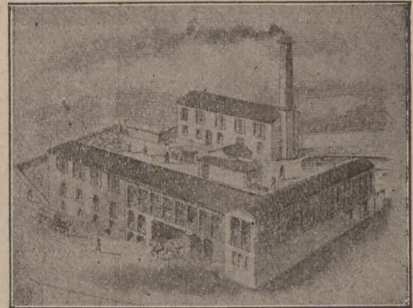
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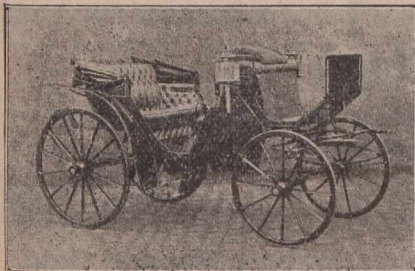


Tannery: Blackley.

Established 1779.

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Carriage Builder
AND
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Electric Cars pass every 3 Minutes. 5 Minutes walk from Exchange or Victoria Stations. Covered Railway Carriage Truck for use of Patrons.

Pneumatic Tyres & Improved Solid Rubber Tyres Fitted to Carriages at Reasonable Prices.

Canadians can buy these carriages, under the New Tariff, 33 1/4 p.c., in their favour by purchasing in Manchester, from this firm.

and Canada. The comparative figures are as follows:—

	Total net tonnage.
British, including Canada and the colonies	10,304,338
American	2,318,876
German	2,106,885
Norwegian	1,393,096
French	961,259
Italian	947,079
Russian	850,695
Canadian	664,483
Spanish	561,668
Swedish	607,862
Dutch	451,949
Danish	387,727
Grecian	320,795
Japanese	510,175

These figures are given in the annual shipping report of the marine department, issued recently. The report shows that the total number of vessels remaining on the register books of the Dominion on Dec. 31, 1901, including old and new vessels, sailing vessels, steamers and barges, was 6,792 measuring 664,483 tons register tonnage, being an increase of 57 vessels, and an increase of 4,949 tons register, as compared with 1900. The number of steamers on the registry books on the same date was 2,177, with a gross

Established 1838.

Telegraphic Address,
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**ROLLER AND
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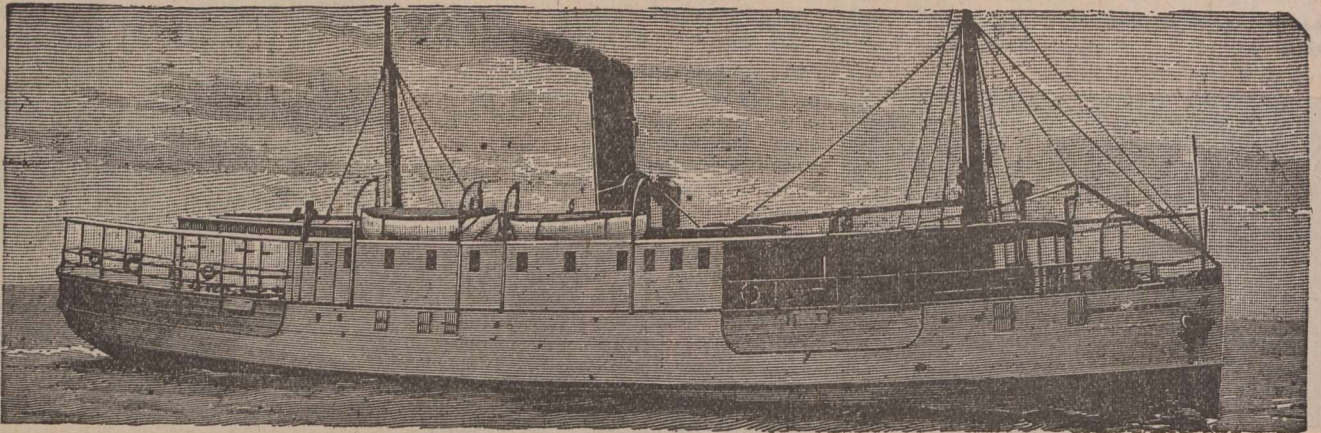


New Front Lines of Rollers, Steel Hardened, or with Necks and Squares Hardened, or Ordinary. Spare Top Rollers, Loose Boss Shells or Spindles Supplied. Centre Shafts—Steel, Case-Hardened or Ordinary. Prices on Application.

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Builders of Light Draft Twin-Screw Steel River Passenger Steamers as supplied for
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STEAM LAUNCHES UNDER CONSTRUCTION FOR SALE. STEEL STEAM BARGES. TWIN & SINGLE SCREW
STEAM TUG BOATS. Telegraphic Address: Sternwheel, Lytham.

tonnage of 297,421 tons. Assuming the average value to be \$30 per ton, the value of the registered tonnage of Canada, on Dec. 31 last, would be \$19,934,490.

The number of new vessels built and registered in the Dominion of Canada during the last year was 335, measuring 34,481 tons register tonnage. Estimating the value of the new tonnage at \$45 per ton, it gives a total value of \$1,551,645 for new vessels.

FLANNEL SHOULD BE WORN.

In England one sees much of the hygienic woollen underwear which is so strongly urged for general adoption, but in this country it is less common. From a sanitary point of view this is a pity, since physicians regard it as a preventative of many forms of disease. It affords the body the greatest protection against cold,

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The Finest Quality in England, made Specially for
Tropical Climates.

All kinds of Oil and Spirit Varnishes, Polishes and Stains.

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Special Bitumen Black Protective Varnish, for Iron-Wood, Ships' Bottoms, Barges &c. It is Unequalled for resisting Damp, and preserving Wood from decay, and Iron from Rusting; for Wood or Iron Fencing there is nothing better. It can be used with great success as a Stoving Enamel. We have established a great reputation by the Excellence and Uniformity of Quality of all our Manufactures.

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Enquiries will be Esteemed. Prices on Application.

Special prices to Canadians under the New Tariff.

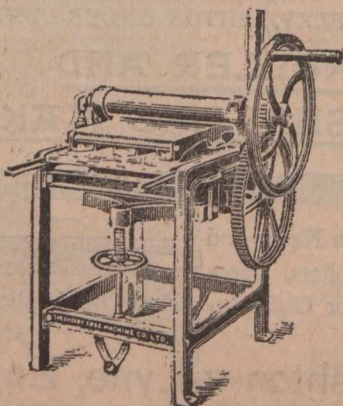
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MAKERS OF HIGH-CLASS MODERN

Laundry • Machinery,

Our Shirt and Collar Ironing Machines are made for hand and steam power. They have cut-gear wheels, planed ironing table, all parts machine-faced. Guaranteed to turn out work equal to any machine in the trade. Price from £18. Send for Illustrated Catalogue.



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TASKER, SONS & CO.

Manufacturers of Main Driving Bands in Leather India-Rubber, Hair and Cotton.

Government Contractors.



TASKER SONS & CO.
MANUFACTURERS
SHEFFIELD, ENG.

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SHEFFIELD, England
32 ANGEL STREET,

Leather Merchants and Mill Strap Manufacturers.

heat and dampness with the least obstruction to the body's exhalations. These conditions are instinctively felt to be better fulfilled by woollen than by linen or cotton fabrics. Hence the very general use of flannel garments by athletes and by members of cricket, boating and other sporting clubs, who are called upon to engage in vigorous exercise likely to cause profuse perspiration.

As formerly woven, woollen fabrics were objectionable to many, because they irritated the skin and caused discomfort by preventing proper escape of its exudations. Moreover, they were, as a rule, so heavy as to be intolerable for summer year. These objectionable features have now been removed, and to make woollen clothing truly sanitary and suitable for all seasons the usual process of weaving woollen fabrics has been materially modified by adopting a method which produced a much less closely woven texture than the ordinary flannel.

The feeling is instinctive, too, that

STOCKS AND BONDS—INSURANCE COMPANIES—CANADIAN.—Montreal Quotations Sept. 2, 1902.

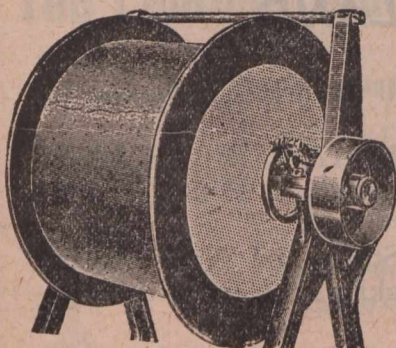
NAME OF COMPANY.	No. Shares.	Last Dividend per year.	Share par value.	Amount paid per Share.	Canada quotations per ct.
British American Fire and Marine....	15,000	3 1/2-6mos.	350	250	98
Canada Life.....	2,500	4 6mos.	400	401	160
Confederation Life.....	10,000	7 1/2 6mos.	100	10	...
Western Assurance.....	25,000	5-6mos.	40	20	96
Guarantee Co. of North America.....	13,372	6	50	50	....

BRITISH AND FOREIGN.—Quotations on the London Market, Aug. 23, 1902 Market value p. p'd up sh

Alliance Assur.....	250,000	8s. p.s.	20	2 1-5	9 1/2	10
Atlas.....	24,000	24 p.s.	50	6	25 1/2	226 1/2
British and Foreign Marine.....	67,000	25	20	4	19	20
Caledonian.....	21,500	12s. p.s.	25	5	...	28 1/2
Commercial U. Fire, Life and Marine.	50,000	24 1/2	50	5	44 1/2	45 1/2
Guardian Fire and Life.....	200,000	9	10	5	9	9 1/2
Imperial Fire.....	60,000	25	20	5	...	...
Lancashire Fire.....	135,493	5	20	2	...	...
Lion Fire.....	100,000	3	20	2	...	...
London and Lancashire Fire.....	85,100	22	25	1 1/2	18	18 1/2
London Assurance Corporation.....	25,862	20	25	2 1/2	51 1/2	12 1/2
London & Lancashire Life.....	10,000	10	10	12 1/2	8	8 1/2
Liv. & Lon. & Globe Fire and Life...	391,752	90	St.	2	28	29
Northern Fire and Life.....	30,000	*22 1/2	100	10	72	74
North Brit. & Merc. Fire and Life...	110,000	30s. p.s.	25	6 1/2	35 1/2	37 1/2
Norwich Union Fire.....	11,000	*23 1/2	100	12	105	118
Phoenix Fire.....	53,776	36	50	5	231 1/2	23 1/2
Royal Insurance Fire and Life.....	125,234	58 1/2	20	47 1/2	48 1/2	48 1/2
Sun Fire.....	240,000	8s 6d p.s.	10	10	10	10 1/2
Union.....	45,000	18 p.s.	10	4	12 1/2	13 1/2

*Excluding periodical cash bonus.

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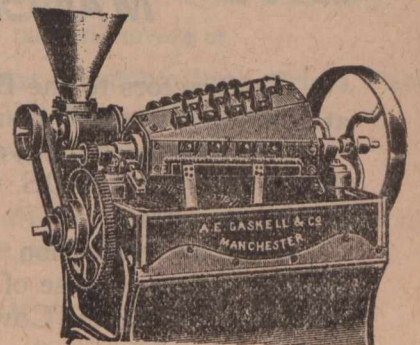


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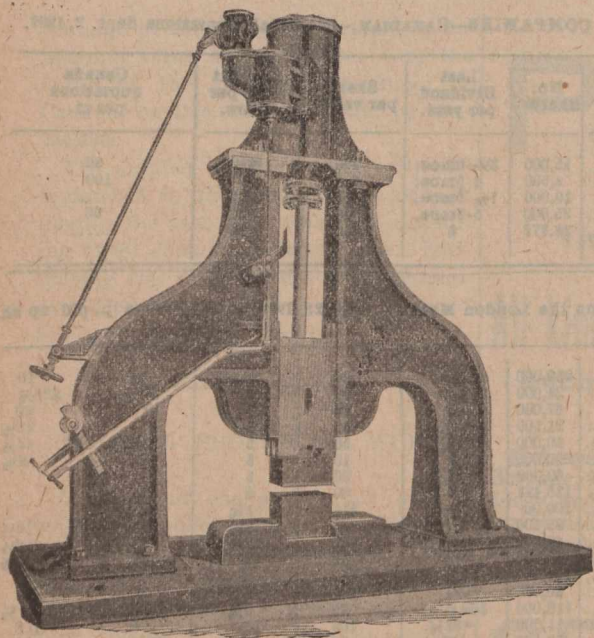
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Power Hammers, Stamps
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100 to 200 usually
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Catalogues in English, French, German and Russian.

woollen clothing is "hot" in warm weather; that if we wear wool in winter to keep us warm we must wear something different in summer to keep us cool, or be inconsistent in theory and practice. But this is a mistake.

It is obvious to all how a non-conductor of heat—a woollen garment, for instance—prevents the escape of the heat of the body to a colder atmosphere, or the ingress of heat to the body from a warmer atmosphere; a familiar illustration of which is found in the practice of wrapping ourselves in blankets to keep us warm and of wrapping ice in a blanket to keep it cold—to keep the heat in in one case, and not in the other. It may not be so easy to understand why we should clothe a warm body in a blanket to cool it off or keep it cool when the temperature of the surrounding air is at or near equilibrium with it.

The explanation lies in the nature and condition of the body, the woollen fabric's two-fold property of non-conductivity to heat and permeability to moisture at the fabric's outer surface. This evaporation disperses the heat, thus lowering the temperature. This is the reason why the soldier keeps his woollen covered canteen wet in hot weather. A wet woollen garment disposes of the surplus heat and leaves the body cool.

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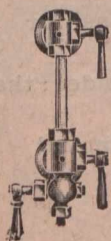
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Makers of Extracts of Indigo for Dyers, and dealers in Indigo,
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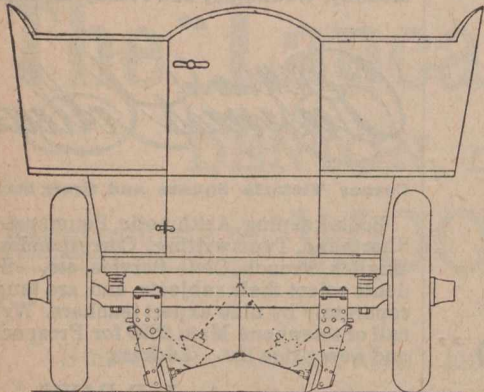
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Renders Side-Slip an Absolute Impossibility



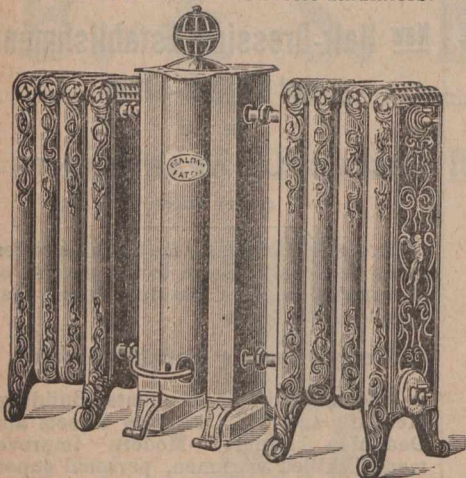
IT is an attachment to the back axle of the car, consisting of two hinged brackets working on the positive and negative principle. At the bottom of each bracket there is a free running saucer-shaped steel disc, which engages, instantly and automatically, with the road surface as soon as any tendency to side-slip occurs. Trials conducted on greasy wood and asphalt pavements in London, have proved its perfect reliability beyond all question. It may be seen attached to a 12 H.P. Milnes Car at Messrs. Laurie and Marners of 311 Oxford St., W., and it may be tested or seen at work by arrangement with.

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38 3/8 per cent. in favour of Canadians.

The whole arrangement can be raised or lowered by a foot lever under the driver's control.

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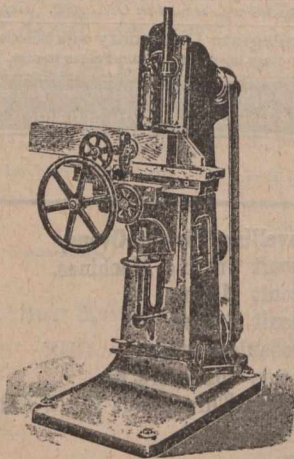
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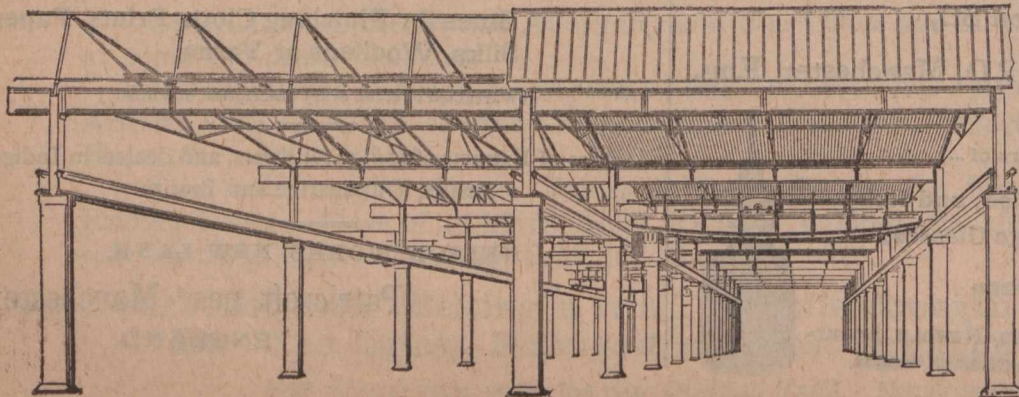
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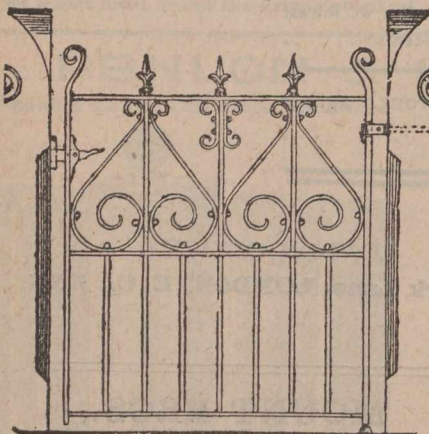
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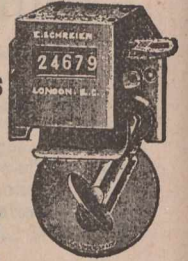
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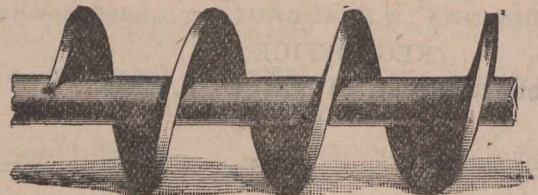


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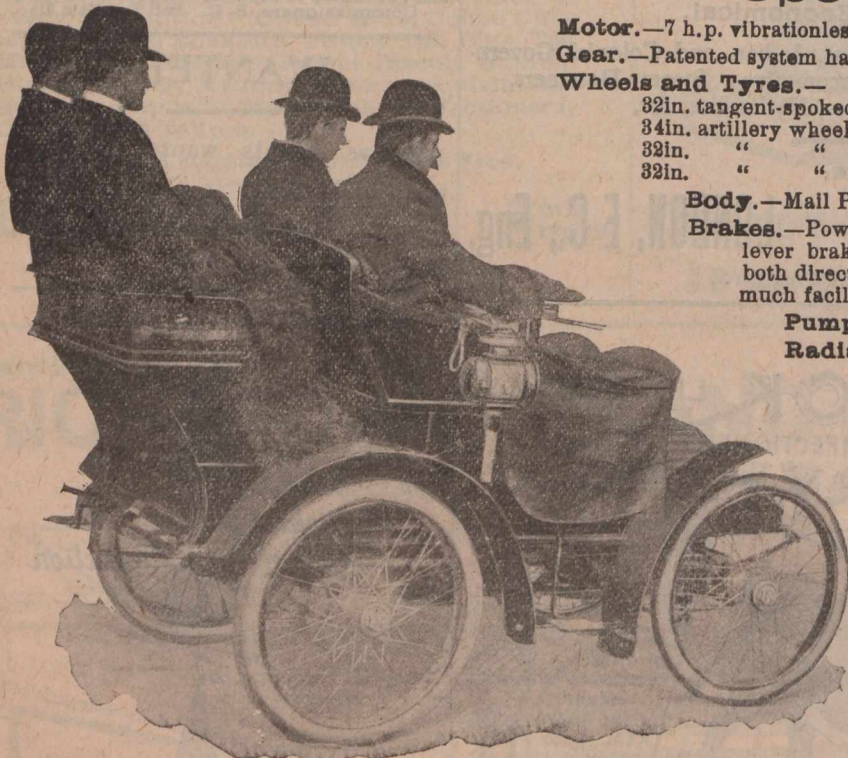
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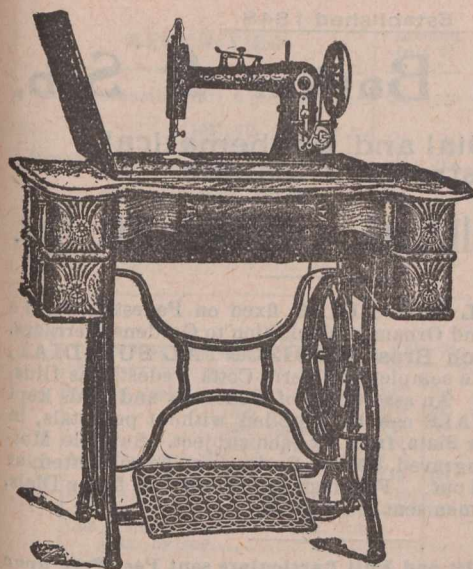
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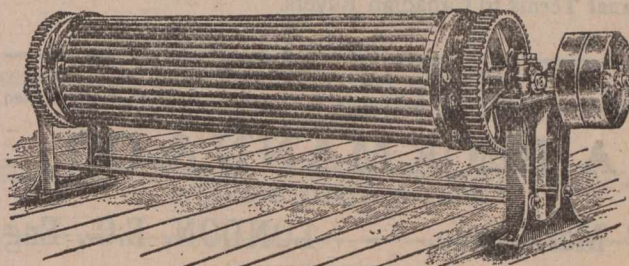
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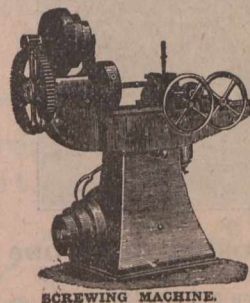
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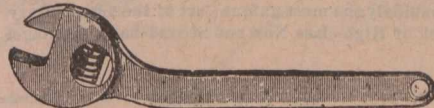
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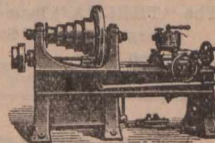


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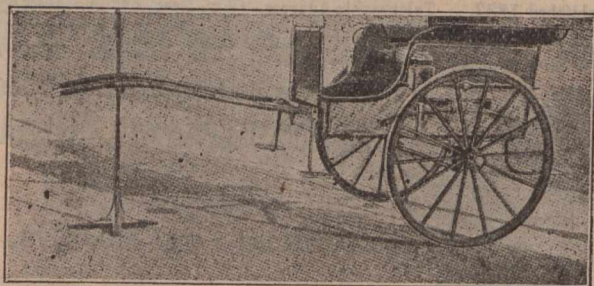
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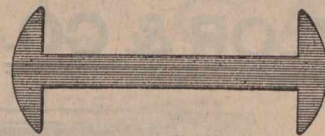
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1891-4, 5 p.c.	104	106
Canada, 4 per cent. loan, 1860	102	104
3 per cent. loan, 1888-99	101	106
Debs. 1884, 3¼ per cent.	90	92
3¼ p.c. loan, 1897	107	109
Manitoba, 1885-6, 5 p.c.		

Railway and other Stocks. July 24

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1876, 5 p.c.	100	105
1880, 4½ p.c.	103	105
1888, 5 p.c.	106	108
Atlantic & Nth. Western 5 p.c. Gua		
1st M. Bds	119	121
Buffalo & Lake Huron \$10 shr.	13½	14
do 5½ p.c. bonds	138	141
Can. Central 6 p.c. M Bds. Int.		
guar. by Gov.		
Canadian Pacific \$100	139¾	140¾
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1st M.	100	102
Grand Trunk of Canada Ord. stock.	13%	13%
2nd equip. mtg. bds. 6 p.c.	125	128
1st pref. stock	107	107½
2nd pref. stock	91½	9 ½
3rd pref. stock	39%	39%
5 p.c. perp. deb. stock	136	139
4 p.c. perp. deb. stock	103	110
Great Western shares, 5 p.c.	135	138
Hamilton & N.W., 6 p.c.		
M. of Canada Stg. 1st Mort. 5 p.c.	104	106
Montreal & Champlain 5 p.c. 1st		
mtg. bds		
N. of Canada, 1st mtg., 5 p.c.		102
Quebec Central, 5 p.c. 1st Inc. Bds.	106	103
T. G. & B. 4 p.c. bonds, 1st mort.	107	109
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City of Ottawa, 4 p.c., stg.	102	104
redeem 1875	100	103
redeem 1875	101	104

City of Quebec, op. c. redeem 1875..	105	107
redeem 1875	110	112
City of Toronto, 4 p.c. 1889-93	99	101
5 p.c. stg. con. deb. 1874-1876.	103	109
5 p.c. gen. con. deb. 1879.	109	111
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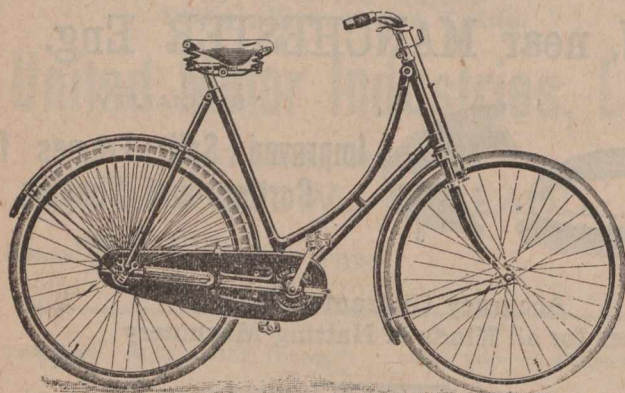
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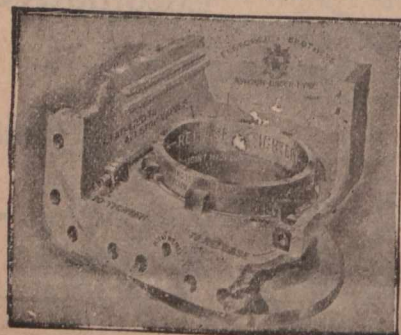
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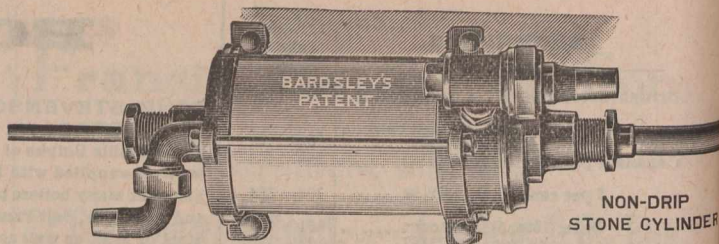
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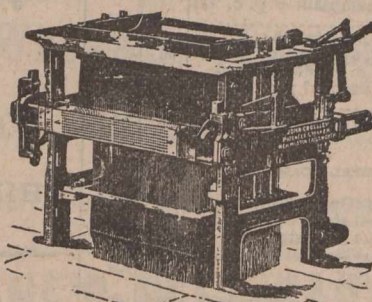
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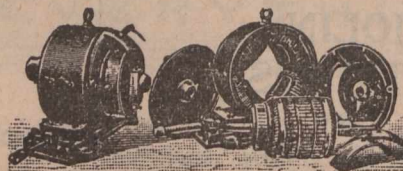
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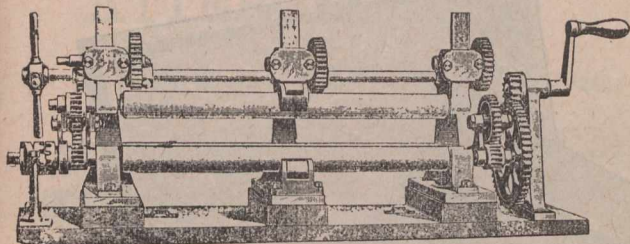
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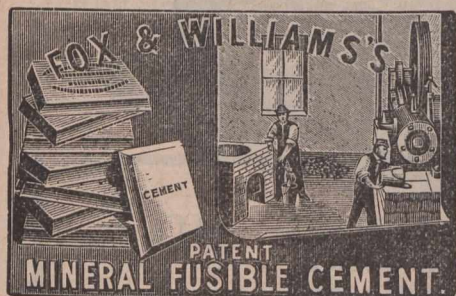
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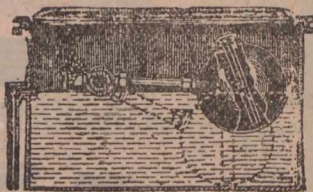
Steam Fittings,

ENGINEERS' AND MILLWRIGHTS' BRASS WORK.

WILLIAM ROBINSON'S Patent Improved

Syphon Box or Steam Trap

Over 50,000 have been sold.



Manor Street Works,
GUIDE BRIDGE,
Nr. MANCHESTER, England.

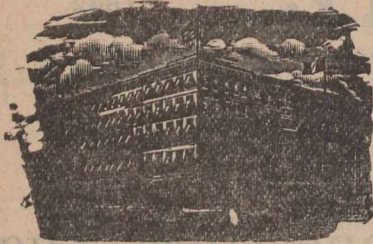
SAYNOR, COOKE & RIDAL,

Manufacturers of every description of

Pen, Pocket & Sportsmans Knives, Pruning & Budding Knives, Vine, Pruning & Fancy Scissors, Garden Shears, and all kinds of Horticultural Tools.

Paxton Works, - SHEFFIELD, ENG.

Leading Hotels in Canada.



ROSSIN HOUSE, TORONTO, Canada.

A. Nelson, Proprietor.

The proprietor has found necessary owing to the increased patronage of this popular Hotel to increase its capacity by an addition of 75 rooms, elegantly furnished en suite with baths, now ready for occupation. The latest exposed sanitary plumbing has been adopted throughout. THE ROSSIN is admittedly the largest, best appointed and most liberally managed hotel in the Province, having accommodation for 500 guests.

A. NELSON, Proprietor.

**THE RUSSELL,
OTTAWA.**

THE PALACE HOTEL OF CANADA

This magnificent new Hotel, fitted up in the most modern style, is now re-opened. The Russell contains accommodation for over Four Hundred Guests, with passenger and baggage elevator and commands a splendid view of the City, Parliamentary grounds, river and canal. Visitors to the capital having business with the Government find it most convenient to stop at the Russell, where they can always meet the leading public men. The entire Hotel is supplied with escapes; and in case of fire there would not be any confusion or danger. Every attention paid to Guests.

F. X. ST. JACQUES, Propr.

**POLICYHOLDERS AND AGENTS ALIKE PROFIT BY
A GOOD SELECTION.**

The unexcelled financial position of the Company, its large surplus; its handsome dividends; its liberal policies; and its promptness in paying all legitimate claims make THE NORTH AMERICAN LIFE a most desirable Company for both.

Active men who will become active agents will find it to their interest to represent

THE NORTH AMERICAN LIFE

112-113 King St., W., Toronto.

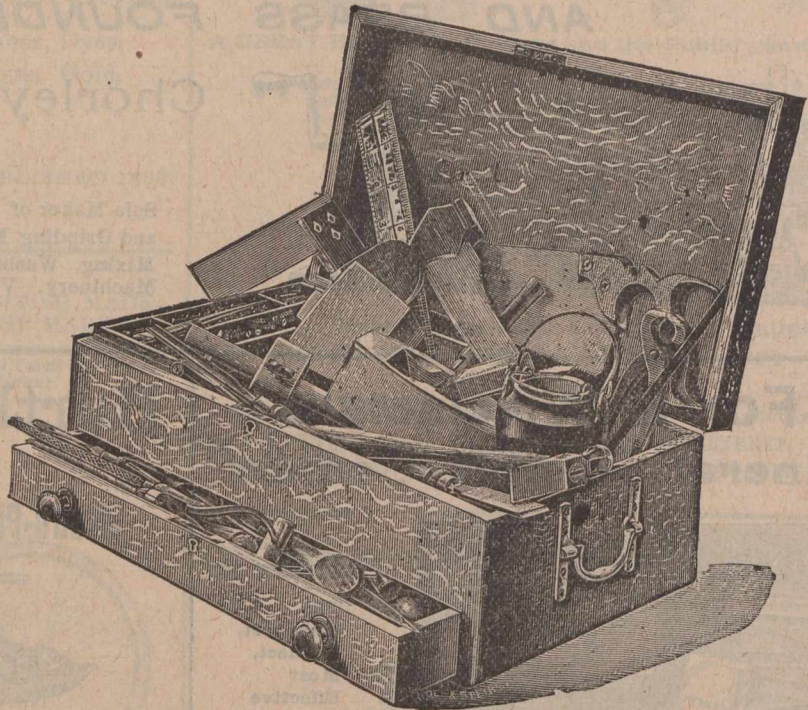
L. GOLDMAN, Secretary. Wm. McCABE, Managing Director.

Messrs. AULT & McCONKEY,
Managers for Province of Quebec.
Royal Insurance Building, Place d'Armes Sq.,
MONTREAL.

**Saxe & Archibald,
ARCHITECTS
Room 79, Imperial Building
MONTREAL.**

James Needham

Manufacturers of every description of TOOLS, CARPENTERS', GENTLEMEN OAK TOOL CHESTS, TOOL CABINETS, JOINERS MALLETS, ETC.



**CITY OAK WORKS,
BROWN ST.
And SHOREHAM ST.,
SHEFFIELD,
ENGLAND.**

THIS LITTLE TRADE MARK

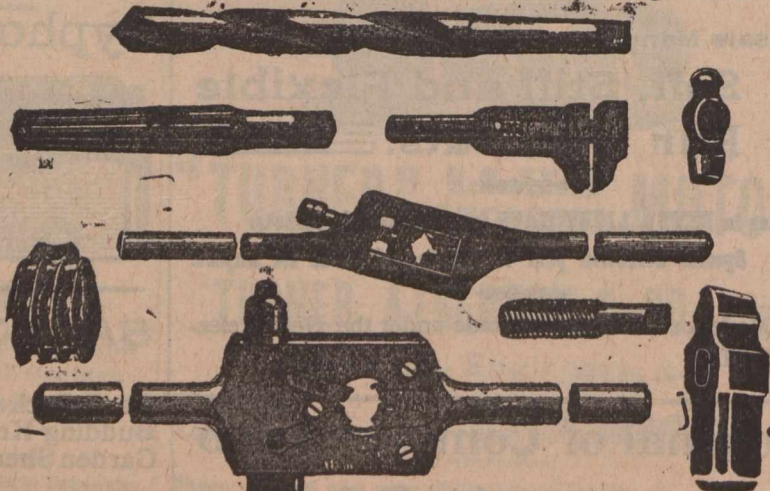


ON A SAW GUMMER

Is a guarantee that it is the best Tool on the market for Gumming Saws and Light Punching.

**A. B. JARDINE & CO.,
HESPELER, ONT.**

**THE MIDLAND MFG. CO., LD.,
SHEFFIELD, ENGLAND.**



SPECIAL NOTE.—Buyers have 33 1/3 per cent in their favour by purchasing from the Makers and Inventors in England under the new Canadian Preferential Tariff.

WILLIAM ATKINS & Co., LIMITED.

Telegraphic Address:
"RELIANCE, SHEFFIELD."

Corporate Trade Mark.

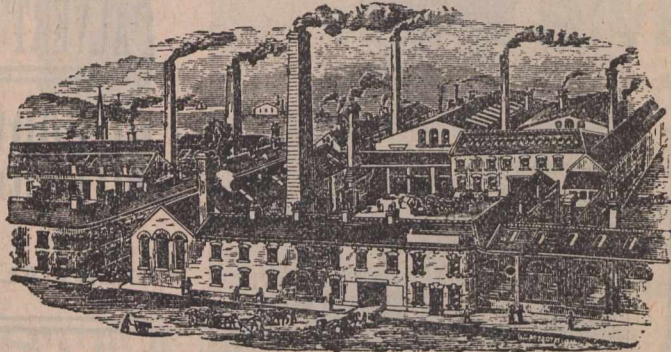


ATTERCLIFFE,

RELIANCE STEEL WORKS,

Sheffield, England.

Manufacturers of all kinds of Crucible



CAST STEEL

For Engineers, Shipbuilders, Boilermakers and other purposes.

SPECIAL DRILL STEEL

As supplied to the Gold Fields of Australia, Africa, &c.
Expressly Adapted for Mining and Quarry Work; also
of Rapid Cutting Steel for Turning

TOOL STEEL

For Turning Chilled Rolls, or any Hard Metals.

Cast Steel Sheets, Blister, Single and Double Shear Steel, Coach and Railway Spring Steel, Sewing Machine Steels, &c., &c. Best Warranted Cast Steel **FILES**. Solid Steel Hammers and Superior Cast-Steel Saws of every description.

Special terms to Canadians under the New Tariff.

The Soundest Chains

ON THE MARKET
ARE

**HAN'S RENOLD
MANCHESTER
CYCLE CHAINS**

Lightest, Strongest, Best.

All the Leading British Agents Handle them.
MANCHESTER, Eng.

A Reliable and Practically Unbreakable Bicycle Frame.

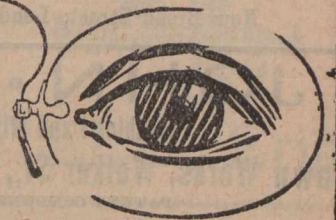
THE BIRTWISLE HYDRAULIC JOINTING SYNDICATE, LD.,

Worsley St.,
HULME, Manchester, Eng.

Are Prepared to arrange with a Factor
for the introduction and sale of their

UNBREAKABLE B.H.J. BICYCLE FRAME.

For description see "Canadian Journal of Commerce," March 28th, 1902.
Full particulars and prices on application.



A Good Line



Speaking of Printing
"KEYSTONE"
suggests itself at once.

For the progressive merchant "KEYSTONE" Stationery fills the bill.

- It's padded;
- Put up in neat boxes
- Labelled
- And delivered in the cleanest way possible.

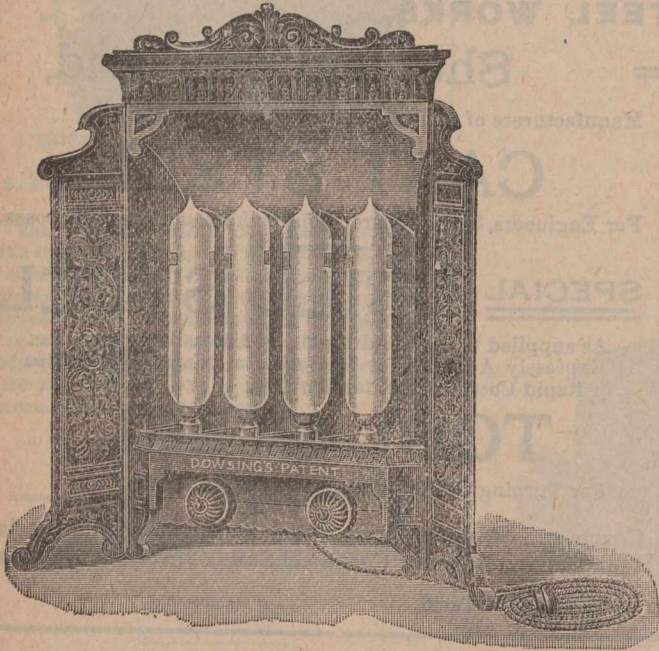
Customers realize the advantage of the boxes.

Send for figures on your next lot.

Journal of Commerce Job Dept.
171 ST. JAMES ST.

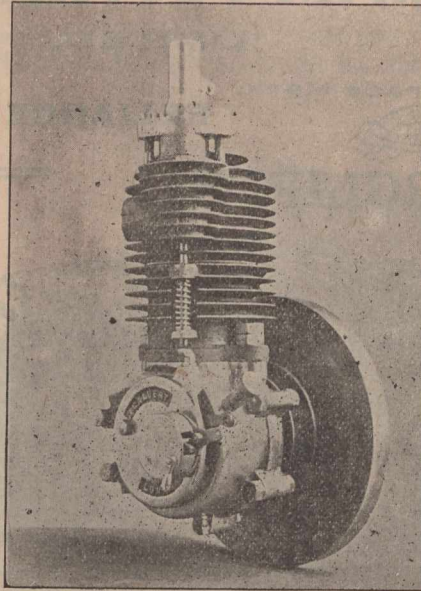
Contractors are invited to apply **Pure Air Radiator**
for particulars of the (ELECTRIC.)

For Diffusing Heat. Portable. No Reduction of Oxygen by Coal Fires. No Deleterious Fumes from Gas Stoves. No Dirt. No Ashes. No Dust. For Hospitals, Infirmarys, Sanitariums, Public Buildings, Private Mansions, &c.



JAMES MELLING, - DASHWOOD HOUSE,
New Broad Street, London, E.C., England.

For • Motor • Cycles



Down Hill, Any-
thing on wheels
will run, BUT Up
Hill....

CALVERT'S
MOTORS

ARE
ESSENTIAL.

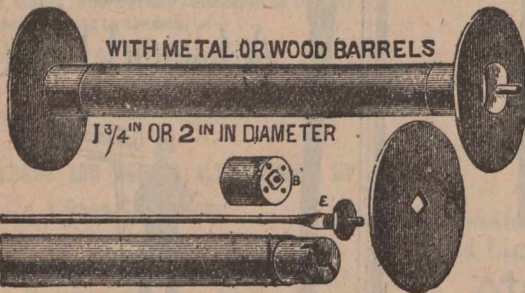
WORKS AND OFFICES:

12 Woodville Rd., Aldmay Park,
LONDON, N. ENG.

Specially made for Canadians under the
New Preferential Tariff.

JOHN • KAY,

Machinist and Mill Furnisher,
Crown Works, Walker St., - **ROCHDALE, ENGL**
PATENT CONDENSER BOBBIN.



The Heads of these Bobbins contain a Square Hole in the centre, and are fitted on a Square Projection attached to the end of the Barrel, as shown above; thus the heads cannot turn round or get loose. This is the only means of avoiding the frequent and costly repairs, and the abundance of Loose Bobbin Ends so common in Mills. Old Bobbin Ends may be utilized and converted to this principle.

Garnock, Bibby & Co.,

Limited,

Steel Wire and Hemp
Rope Manufacturers,

LIVERPOOL, - ENGLAND,

Contractors to the Admiralty and
War Office.

DRIVING ROPES.

Special Prices to Canadians under the New
Preferential Tariff, 33 1-3 per cent. in favor of
Canadian buyers.

ATKINSON BROTHERS, LTD.,

MILTON WORKS and
BRITANNIA STEEL WORKS, **Sheffield, Eng.,**



STEEL CONVERTERS and REFINERS
Manufacturers
of ... **BEST CAST STEEL**

For **L**ATHE and Planing Tools, Milling Cutters, Screwing Tackle, Shear Blades, Punching Tools, Chisels, Files, Miners' Drills, Hammers, Sates, Smiths' Tools, Rivet Tools, Spindles, Welding Steel, and Sheet Steel for all purposes.

Telegraphic Address: "RIVET, SHEFFIELD."

HENRY COOPER & CO.,

....Manufacturers of....



STEEL RIVETS

To stand Tests of Admiralty,
Board of Trade, Lloyds,
India Office, and India
State Railways, &c, &c.

IRON RIVETS OF EVERY DESCRIPTION.

ALSO MAKERS OF

HEAVY AND LIGHT CASTINGS

Brass, Gun Metal, in Phosphor-Bronze,
Aluminum, Anti-Friction Metals, &c.

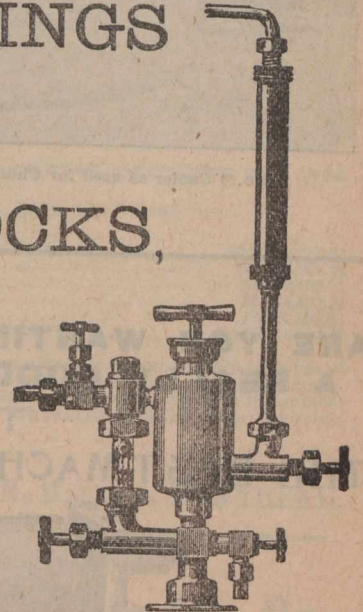
ALSO OF ALL KINDS OF

STEAM and HYDRAULIC COCKS, WHEEL VALVES,



Sight-Feed Lubricators,
Water-Gauge Fittings,
Marine Lubricators,
Fusible Plugs, &c.

VULCAN RIVET & BRASS WORKS.



Tinsley Park Road, - SHEFFIELD, Eng.

T. J. HAYES,

Special Attention
paid to
Export Orders.

Maker of every description
of



Wire Mattresses.

5 1/2 Years with Rowcliffe's, Levenshulme.

35 Hood Street, Jersey Street, - ANOATS,
MANCHESTER, ENGLAND.

(Cut will be inserted as soon as made.)

Telegraphic Address: "SEAKING," A.B.C. Code.

Rigby, Wainwright & Co., Manufacturers, Railway ...And Government Contractors

Engine Waste, Sponge Cloths,
Lamp Wicks, Twines, Ball Cottons,
Engine Packing, Box Cords, Roping
and Seaming Twines, Mops, Dusters,
House Flannel, Neptune Scourer,
Buntings, &c.



NEPTUNE WORKS

Union Street, Fairfield St. - MANCHESTER, Eng.

Brass Founders, Coppersmiths,
Brass Finishers.

Hartcliffe, Lee & Malkin, Ltd.,

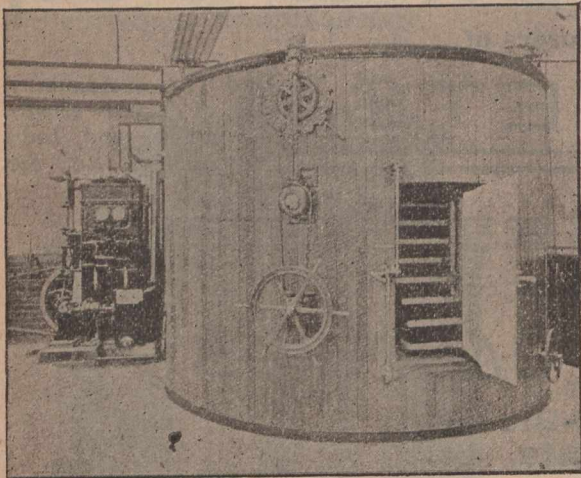
CHAIN MAKERS.

For Driving, Conveying, Elevating, &c.

St. Simon St., SALFORD,
MANCHESTER, Eng.

A Revolution In Refrigeration ...

No loss of cold.



No. 4 Cooler as used for Chocolate Cooling.

**THE EXPRESS ...
ROTARY COOLER.**

(McRae & Broadbent's Patents).

Can be used in conjunction with existing plant. Results fully guaranteed. The Ideal Apparatus for Cooling and Preserving Articles of any kind. The highest standard of efficiency and economy.

**THE EXPRESS ROTARY COOLER
SYNDICATE, LTD.**

7 Fenchurch Ave., - London, E.C., Eng.

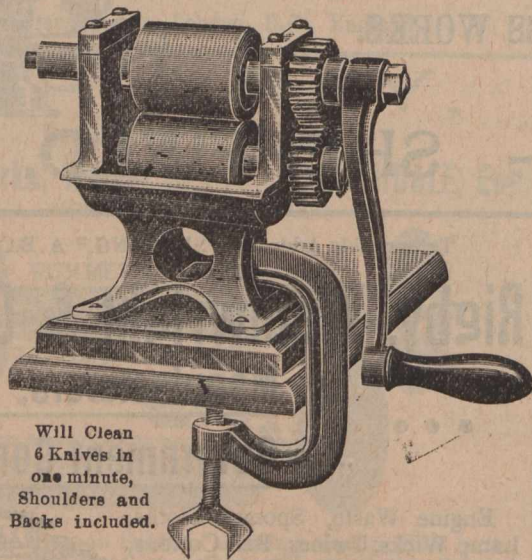
WORKS:
Forest Road, Dalston.

Special prices to Canadians under the new tariff.

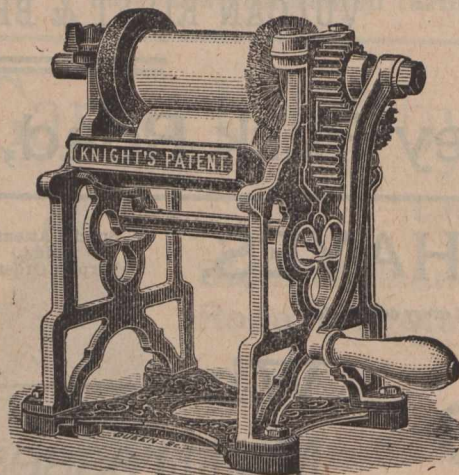
**ARE YOU WANTING
A REALLY GOOD KNIFE CLEANER?
TRY KNIGHTS PATENT.
THE BEST MACHINE TO USE OR SELL.**

Made in 5 Sizes for 12/6 to 30

KNIVES
POLISHED
LIKE
SILVER.



Will Clean
6 Knives in
one minute,
Shoulders and
Backs included.



Will clean 8 Knives or 3 Forks in
one minute.

NO
DAMAGE
TO
CUTLERY.

SPLENDID VALUE. QUICK SELLING LINE.

MANUFACTURED SOLELY BY

John Crowley & Co., Ltd., Sheffield, Eng.

ESTABLISHED OVER A CENTURY.

GEORGE JOHNSON & CO.,

Cutlery and Razor Manufacturers,

Schwab's Razors, Full Hollow Ground.



Never requires Regrinding. Black handles 32s. per doz. Ivory handles, 50s. per doz.

Makers of the Celebrated "Seven Stars" and "Ripe and Dart" Razors, in great variety, with either Flat or Hollow-Ground Blades. Made from Highly Refined Steel.

29. Norfolk Lane, - SHEFFIELD, ENGLAND.

BEST and CHEAPEST ADVERTISING MEDIUM.

Cheap Enough to give away.

PATENT CORK SCREW



Any name or firm printed, on free of charge.

For Prices, &c., Apply to

BECK & POLLITZER, 29 Upper Thames Street
LONDON, E.C., Eng.

USEFUL AND ATTRACTIVE PRESENT

Insurance.

The Federal Life ASSURANCE COMPANY.

HEAD OFFICE, HAMILTON, CANADA.

Capital and Assets - - - - \$2,319,925.58
 Surplus to Policyholders - - - 1,029,075.64
 Paid Policyholders in 1901 - - - 182,925.67

MOST DESIRABLE POLICY CONTRACTS.

DAVID DEXTER,
 President and Managing Director.

J. K. McCUTCHEON,
 Sup't. of Agencies.

H. RUSSELL POPHAM, Provincial Manager.

THE MANUFACTURERS LIFE INSURANCE COMPANY

has proved by its annual report for 1901, that it is to-day one of the strongest life companies doing business in Canada. Every modern form of policy is issued at the lowest rates consistent with Positive Protection to Policy-Holders.

Business in Force, over - \$27,000,000 00

Hon. G. W. ROSS, President. J. F. JUNKIN, Managing Director.

Head Office—Toronto.

Scottish Union and National INSURANCE COMPANY,
 Of Edinburgh, Scotland.

ESTABLISHED 1834.

M. BENNETT, Jr., Gen. Manager North American Branch, Hartford, Conn
 Capital\$30,000,000 | Invested Funds.....\$13,500,000
 Total Assets 34,472,705 | Deposited with Dom. Govt., 125,000
 (Market value.)

WALTER KAVANAGH, Resident Agent, 117 St. Francois Xavier St., MONTREAL

Insurance.

British * America ASSURANCE COMPANY.

HEAD OFFICE, - - - TORONTO,

Incorporated 1833.

FIRE AND MARINE.

Cash Capital, \$1,000,000.00
 Assets, \$1,776,606.45
 Losses Paid since organization, .. \$19,946,517.73

Geo. A. Cox, President. J. J. KENNY, Vice-Pres. P. H. SIMS, Secretary
 C. R. G. JOHNSON, Res. Agent, 1733 Notre Dame St., MONTREAL.

The Mutual Life INSURANCE COMPANY

OF NEW YORK.

RICHARD A. McCURDY, President.

STATEMENT FOR THE YEAR ENDING DEC'EMBER 31st, 1901

Assets, - \$352,338,971.67

Reserve on Policies (American Table, 4 p.c.)..... \$289,652,388.84
 U.S. Bonds and other Securities 198,063,981.24
 Surplus 23,171,709.01
 Receipts from all sources 63,624,305.51
 Payments to Policyholders..... 42,452,606.50
 Risks and annuities in force amounting to..... 1,243,503,101.11

NOTE.—The above statement shows a large increase over the business of 1900 in amount at risk, new business assumed, payments to policy-holders, receipts, assets and surplus; and includes as risks assumed only the number and amount of policies actually issued and paid for in the accounts of the year.

AGENTS WANTED. Apply to

FAYETTE BROWN, Manager, MONTREAL.

(FOUNDED 1825.)

Law Union & Crown Ins. Co.,

(OF LONDON.)

Assets exceed, - - - \$22,000,000.

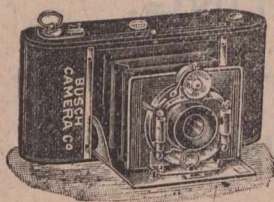
Fire risks accepted on most every description of insurable property.

Canadian Head Office: BEAVER HALL, MONTREAL

J. E. E. DICKSON, Manager.

Agents Wanted throughout Canada.

Before Buying a Camera



—SEND FOR OUR LIST OF—

CAMERAS for PLATES or ROLL FILMS

FITTED WITH LENSES WHICH ENABLE YOU TO TAKE

PHOTOGRAPHS IN ALL WEATHER.

BUSCH CAMERA CO., - - 31 Hatton Garden, London, England.

HUMPHREYS LIMITED.

ESTABLISHED 1834.

Manufacturers and Shippers of Iron Buildings
 TO ALL PARTS OF THE WORLD.

Highest Awards—21 Gold and Silver Medals.

Shipping Price Lists and Designs on Application.

Humphreys Ltd., Knightsbridge, London, S. W.

Cables:—"Humphreys Knightsbridge, London." Code:—A.B.C.

Cuts will appear as soon as received.

NEW YORK LIFE

INSURANCE COMPANY.

JOHN A. McCALL, President.

Gain in Insurance in force 1901
\$163,000,000

AN UNPARALLELED RECORD.

Applications invited by the undersigned for general and special agencies, and management of territory for experienced Life Insurance men, as well as from those wishing to acquire training and experience.

WESTERN CANADA BR., 496 1/2 Main St., Winnipeg, Man.
N. B. BR., Prince William St., St. John, N. B.
TORONTO BRANCH, 6 King St. West, Toronto, Ont.
HALIFAX BR., Barrington and Prince Sts.

G. F. JOHNSTON,

AGENCY DIRECTOR,

Company's Building, MONTREAL

J. DUNCAN DAVISON

Imperial Bdg. 107 St. James Street,
Montreal.

COMMISSIONER

For Following Provinces:

Ontario, Quebec, Manitoba, New Brunswick
Nova Scotia and Prince Edward Island.

LIVERPOOL & LONDON & GLOBE

INSURANCE COMPANY.

Available Assets, - - \$61,187,215

Funds Invested in Canada, - \$3,300,000

Security, Prompt Payment and Liberality in the adjustment of Losses are the prominent features of this Company.

Canada Board of Directors:

A. F. GAULT, Chairman.
WENTWORTH J. BUCHANAN, Deputy Chairman.
SAML. FINLEY, E. S. CLOUSTON.
HON. SIR ALEXANDRE LACOSTE, K.C.M.G.
G. F. C. SMITH, Resident Secretary.

Head Office, Canada Branch:

MONTREAL.

THE WATERLOO MUTUAL

Fire Insurance Company.

Established in 1863. Head Office, Waterloo, Ont.

Total Assets, Jan. 1, '94, \$349,734.71.

GEORGE RANDALL, Esq., President; JOHN SHUH, Esq., Vice President; Frank Haight, Esq., Manager; John Killer, Esq., Inspector.

CONFEDERATION LIFE ASSOCIATION.

Policies Issued on all Approved Plans.

Cash Values,
Extended Insurance,
Paid up Policies,
GUARANTEED.

W. C. MACDONALD,
Actuary.

J. K. MACDONALD,
Managing Director.

Head Office, - TORONTO.

Montreal Office:
174 ST. JAMES ST.,

The Royal-Victoria

LIFE INSURANCE COMPANY.

CAPITAL, - - \$1,000,000.

Head Office, Place d'Armes, Montreal.

BOARD OF DIRECTORS.

PRESIDENT: JAMES CRATHERN, Esq.

VICE-PRESIDENTS:

ANDREW F. GAULT, Esq., and HON. L. J. FORGET.

HON. JAMES O'BRIEN. HON. ROBT. MACKAY.
JONATHAN RODGSON, Esq. DAVID MORRICE, Esq.
SAMUEL FINLEY, Esq. H. N. BATE, Esq.
REV. R. H. WARDEN, D.D. GASPARD LEMOINE, Esq.

MEDICAL DIRECTOR:

T. G. RODDICK, Esq., M.D., M.P., F.R.C.S

GENERAL MANAGER:

DAVID BURKE, Esq., A.I.A., F.S.S.

The new business for the first six months of 1902 shows a large increase over the same period of last year.

Securities deposited with the Dominion Government exceed all liabilities to policyholders.

Agents desiring to represent this Progressive Company with up-to-date plans of Insurance, are invited to correspond with the HEAD OFFICE, MONTREAL.

NATIONAL ASSURANCE COMPANY

OF IRELAND.

ESTABLISHED 1822.

Capital Fully Subscribed, - \$5,000,000.

Canadian Branch:

Trafalgar Chambers, - 22 St. John Street, Montreal.

H. M. LAMBERT, . MANAGER.

Give the
JOURNAL OF COMMERCE
— A TRIAL FOR —
JOB PRINTING.

DISTINCTIVE QUALITIES

—OF—

**North Star, Crescent
and Pearl Batting.**

Purity, Brightness, Loftiness.

No Dead Stock, oily threads nor miserable yellow fillings of short staple. Not even in lowest grades. Three grades—Three prices and far the best for the price.

WESTERN ASSURANCE COMPANY.

FIRE AND MARINE. Incorporated 1851.

Assets, over \$3,260,000.00
Annual Income, 3,380,000.00

Head Office. - Toronto, Ont.

Hon. GEO. COX, Pres. J. J. KENNY Vice-Pres. & Man.-Dir
C. C. FOSTER, Secretary.

Montreal Branch, - 189 ST. JAMES STREET.

ROBT. BICKERDIKE, Manager.

ROUTH & CHARLTON, City Agents.

ALLIANCE

ASSURANCE CO., LIMITED,

(With which is united the IMPERIAL FIRE OFFICE,
established in 1803.)

Capital, \$25,000,000.

Head Office for Canada, - IMPERIAL BUILDING, MONTREAL.

P. M. WICKHAM,
Manager.

G. R. KEARLEY,
Asst. Manager.

COMMERCIAL UNION

ASSURANCE CO., Ltd.,

Of London, England.

FIRE LIFE MARINE

Agencies in all the principle Cities and Towns of
the Dominion.

HEAD OFFICE, Canadian Branch, - MONTREAL.

JAMES McCRECOR, Manager.

1080b

Telegraphic Address:
"SWINDEN, LONDON."

C. F. E. Swinden & Co.,

MANUFACTURERS
OF

And
Mining Contractors
Plant
Specialities.



London, E.C., - England.

We don't mention minor successes. These are international events.

Paris-Berlin.
Paris-Bordeaux.
Circuit du Nord.
Paris-Vienna.

All won on WERNER'S.

THE

WERNER

MOTOCYCLETTE.

We were the first people to build a practical MOTOR BICYCLE, and we have had years more experience than any other firm.

We are about to appoint Sale Agents in all the chief towns in Canada, and will quote to

Cycle

Agents

very special terms, under the New Preferential Tariff.

Werner Motors, Ltd.,

19 Woodstock St, Oxford St.,
LONDON, ENGLAND.

Fast Metal Edging $\frac{3}{8}$ Studding Machines

(PATENTED.)

(Endless Roll System.)

Still the **SIMPLEST, CHEAPEST**
and **BEST BUILT** Machine
for the Trade.

Every Machine Guaranteed.
Popular Prices and Terms.

For particulars of this and our **NEW BENDING MACHINE**, which will bend every kind of Leather, Pulp and Strawboard write or see

The New Box Making Machinery Co.,

78 Turnmill St.,
CLERKENWELL RD., London, E.C., Eng.

These Box Machines, which are made in England

