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THE CANADIAN MANUFACTURER

And Industrial World.

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BANK OF MONTREAL ANNUAL MEETING.

Among the most important financial events of the year is that of the annual meeting of the Bank of Montreal, which takes place early in June. And the meeting of this year on the 5th inst. is likely to prove of greater interest to the public than any similar occasion for some years back. The speech of the President is always anxiously looked forward to by commercial men. It is expected, and not without reason, that from so well-informed a quarter, and on so fitting an occasion, the public will receive hints of great value regarding prospects financial and commercial, and more or less of new light on the business situation generally. This year Mr. Smithers has more than fulfilled the general expectation as to the importance of what was to come from the chair: he has made statements and enunciated views of the situation which will engage the earnest attention of merchants and manufacturers for some time to come, nay, which may give a decided turn to the course of affairs. It is quite safe to say that all the larger classes of business ventures will be affected to an important degree by these fresh utterances--*ex cathedra*, as we may say—from the principal financial chair in the Dominion. The following is from the *Gazette's* report of Mr. Smithers' speech:—

“The total loans and discounts of all classes upon the 30th April show an increase over the same day in 1881 of \$36,000,000—amounting in all to the enormous sum of \$176,000,000, a sum which I am quite safe in saying they never reached before. In 1875 they touched \$160,000,000, which was thought to be, and doubtless was at that time, a very dangerous expansion; the result proved it, for the banks did not get back to safe limits without passing through a very severe ordeal which overwhelmed some of them, seriously crippled others, and damaged all to a greater or less degree; and in calling attention to the much larger figures which have now been reached, I do not wish to be considered an alarmist; but, to say the least, the figures are somewhat startling. I am quite sensible that the conditions of the country have greatly changed, and we can perhaps carry a heavier load now; still it is the part of wisdom to look the matter squarely in the face. I do not say that I see trouble in the immediate future, but it is well that we should be prepared if it does come. It is quite certain that we—that is, the banks generally—cannot go on expanding at this rate much longer, and the sooner we understand that the better. Of course, much depends upon the crops, about which there is, of course, as yet considerable uncertainty. I do not wish to make any extravagant or exaggerated statements, but I think it is an undeniable fact that trade is not in an altogether satisfactory condition. Complaints are very general that profits are light, and it is pretty well understood that considerable stocks of merchandise have had to be carried over,

and then it is to be feared that manufactures are being, or are likely to be, overdone, at least in certain directions—for example, I find from information obtained from the most reliable source, that there are 13 cotton mills now running, and 6 under construction, making 19 in all, in addition to which we know that many of them have largely increased their capacity, and others are doing so. Another feature of the times which must not be overlooked, is the large falling off in the exports in the face of increasing imports. This has been the case in the United States to an extent which has caused an outflow of gold amounting to twenty millions of dollars since the 1st of January in excess of the amount imported. The same unfavorable balance of trade exists here, but owing to the very imperfect returns published it is difficult to say to just what extent the balance is against us, and impossible to make satisfactory comparisons with former years. It is to be hoped, however, that importations will be light this season. One other point worthy of notice is that it is quite possible that railroad building may be pushed forward in advance of the wants of certain localities, and in that case there will be a halt until the country grows up to it, and that is always a tedious and painful process. We all know what happened in the United States in 1873, and it took until 1878 or '9 for the traffic to overtake the facilities provided for its transportation. With us, in this country, the case is somewhat different, as, whatever may be the fate of some of the minor enterprises projected, the Canadian Pacific Railway, heavily subsidized as it is by the Government, must go on and will doubtless be pushed forward with vigor. The energy with which it has been so far prosecuted is the best guarantee of that. And this brings me to the other side of the outlook, a favorable feature of which is the very large expenditure which is going on in connection with the construction of the Canadian Pacific Railway, and other public works, which puts money into circulation, and contributes materially to the development of the country. This may, and doubtless will, help to defer if it does not avert trouble. It is difficult to overestimate the part that Manitoba and the North-west are to play in the future of Canada. Immigrants are flowing in much more rapidly than the most sanguine of us anticipated, and with them an immense amount of money is also coming into the country. . . . It has become increasingly difficult of late years to make money at banking in Canada. Competition is always on the increase, and additional taxes have just been imposed in the province, though it remains to be seen whether they are constitutional, a question which will undoubtedly be tested. However, notwithstanding all this, if we are favored with a good harvest, which will do more than anything else to stave off trouble, I am not without hopes that we may have a tolerably successful year. I think the outlook is in favor of fair employment of our funds at moderately remunerative rates.”

The first impression we get from this statement is that it will surely strike the public mind with great force, and have a great effect on the course of business. And yet by a seeming paradox it may, through its own force of truth, appear by-and-by to disprove itself. In other words, the very truth of

the prophecy may go far to prevent its fulfilment. No such warning, coming from any other quarter, is likely to be so well heeded by the country. Say that the impression produced is so strong as to bring about a marked turn towards the cautious and conservative side, the danger may pass over, and after that some people may be found saying that there never was any danger at all. We venture to anticipate that this is precisely what will happen, to a very considerable extent. None the less, however, will it remain true that the warning prophecy was required, if for no other purpose than that of preventing its own fulfilment.

With regard to the expansion of discounts and the threatened danger from over-production of manufactures, this identical result is very likely to follow. If Mr. Smithers' views be sustained by the sober second thought of the business public generally, both these expansions will be held better in hand for the future. We are not prepared, however, to admit that the country is so near the verge of over-production as Mr. Smithers would seem to convey. Canadian cotton manufacturers are in the habit of keeping very close reckoning of the number of yards made, imported, and used in the country from year to year; and they appear to think they are still a good way from having filled the home market with home goods. But, may we suggest that it is more probably from the importation side that the needed curtailment, if any, should come? Ever since the N. P. came into force, both English and American manufacturers appear to have taken particular delight in trying how much they could possibly persuade us to take, *in spite* of our increased tariff. Perhaps the novelty of the attempt is wearing off with them, and they may be just on the point of concluding that they have really tried it on long enough—this business of defying the Canadian tariff—and may as well quit. It may be suggested that there is at least as much reason for checking over-importation as for checking over-production. It is for the country's good that, if one of the two must be checked, it should be importation from abroad, rather than production at home. And one very interesting point there is, upon which let business men keep their sharpest attention fixed. It lies largely with the banks to decide which of the two is to be checked, or checked the most. Of all questions suggested by Mr. Smithers' speech, this is the most immediately practical, and we advise all concerned to keep it in sight. It will be observed that he advises putting a check upon importation as well as upon production of manufactured goods.

As to excessive railroad building, we shall merely point out the great difference between the present time and time past. The Pacific road, as Mr. Smithers says, is provided for, and must go on. It will be paid for, from this time forth, all or mostly all out of the proceeds of land sold: the drain on the country's resources for the purpose will be less every year. If the Grand Trunk Company choose, in carrying out their own policy, to make new extensions, they will ask no money from Canada, but will get what they want in London. It being clearly seen that the Grand Trunk and the Canada Pacific are to swallow up all other roads in the country, the voting of municipal and Government bonuses, and subscriptions by private individuals, to build new railways, are all alike at an end. These things have been in Canada: they will be no more. We do not see *where* the threatened outburst of railway spec-

ulation is to come in, if the Grand Trunk and the Syndicate are to divide the country's business between them, and if everybody is to know it. The supposed danger from railway speculation may be very briefly dismissed: if danger there be, we had better look for it in other directions.

With regard to another point, the relation of the aggregate of loans and discounts to the fair, legitimate requirements of the country, the figures which appear before us in print may be more alarming in appearance than in reality. Between 1875 and 1882 the country's business-carrying capacity, taking it in a general way all round, has increased far, very far, beyond the proportion of increase in the item of discounts. The latter is seen to be ten per cent., would it not be keeping within the mark to say that the country's capacity for carrying business has in the interval increased fifty per cent. at least? But, in addition to the large increase of production and sale for actual consumption, swelling the volume of business generally, there is a special feature of the time to be considered. If the various bank statements could be analyzed, it would probably appear that a very large portion of the increased discounts are directly or indirectly connected with the numerous investments by companies and by individuals, in the development of the North-west. Perhaps the whole of the increase, with even something more besides, might be thus accounted for. Mr. Smithers puts down the development of the North-west as a principal factor in the financial problem, for he says that "it is difficult to estimate the part that Manitoba and the North-west are to play in the future of Canada. True, indeed, but does he not lose sight of this, momentarily at least, when he regards the loan and discount figures of this year as "somewhat startling?" Accustomed to the dimensions, financial and otherwise, of Canada as it was, do Mr. Smithers and others who share his views sufficiently realize how much the magnitude has changed, how much the country has grown, and how rapidly it is still growing? These are considerations on the other side, which deserve to be well weighed before coming to a conclusion.

HARVEST PROSPECTS.

The present is a backward season, so far, over the greater part of North America. In some sections it is spoken of as the most backward season since that of 1869. Mr. Vennor tells us to look for rather a cool, wet summer, and a similar expectation appears to prevail among the weather prophets generally. Whether the summer be hot or cool depends chiefly upon the extent of sky clouded during the day time, when the sun is above the horizon. With a clear and cloudless sky, the rays of the sun strike the earth with great force, and the surface becomes strongly heated. On the other hand, when cloudy skies prevail, the sun's heat is, to a great extent, intercepted and shaded off, thus reducing by many degrees the temperature of the earth's surface. A damp season generally brings heavy crops of grass, and straw, and roots, but causes grain to suffer both in quantity and quality. With regard to prospects in the east and in the west, respectively, there are certain circumstances of importance to be observed. On this continent the rainfall is greater in the east than in the west, generally speaking, though Louisiana, pretty well to the west-

ward, shows as much as 56 inches annual average. To the north, the eastern and middle States average from 37 to 40 inches; Michigan and Wisconsin, 32; and Iowa and Kansas, 31. In Kansas, however, the rainfall rapidly falls off going west, coming down to 20 inches or less, and further west, again, we come to the borders of the great desert, where there never is enough to make crops of grain. In Ontario the average rainfall is about 45 inches. In the east, as a general rule, the summer is scarcely ever too dry; in the far west it is scarcely ever too wet. A wet season, drowning out crops in the east, brings to Kansas and Nebraska just enough rain to make heavy crops. *Per contra*, when the season is just dry enough to make good crops in the east, it is apt to be too dry altogether for the west; and in such a year we hear of short crops, comparatively, in the great grain-growing region. This was certainly the case last year, and the "smart" operators who engineered the recent wheat and corn corners in Chicago appear to have had early and reliable information of the fact. Ere the month of June had passed they were pretty well posted as to the actual condition of the western grain crops, and on this information, as a sure basis, they entered upon the campaign for higher prices. With some of them the game of speculation was not wholly so wild as it appeared to be, because they had beforehand secured reliable information as to the crops. As has been mentioned by some of our own correspondents recently in these columns, American capitalists are this year making greater efforts than ever before to obtain sure and early information with regard to the coming harvest—east, west, north and south.

A point of some consequence is that, when the season is one favoring the west at the expense of the east, the aggregate grain crop is immensely larger than when, with conditions reversed, the season is good for the east and bad for the west. And the reason why is evident enough. The boundless west being the region whence grain comes to market by millions of bushels, a poor grain season there and a good one, respectively, mean greater scarcity in one case and greater abundance in the other, than the same circumstances in the east would mean. A poor wheat season in Maine and Quebec has but little effect on supply and prices, but a poor wheat season in Iowa and Minnesota would mean a great deal. Beyond all question, the dry season of 1881 in the west, affecting as it did the great grain exporting States, has been a principal cause of the recent scarcity of beef cattle and the high prices of grain and meat.

What, then, is the present prospect? We shall not attempt to trespass upon Mr. Vennor's domain, and to prophesy what the season is to be. But we are able to point out clearly enough certain contingencies, with the results that must surely follow should either be realized. If the present summer is to turn out cool and wet on the whole, there will be a heavy yield of grass but poor crops of grain to the eastward, approaching the Atlantic seaboard. But this will be exactly the right season for the west, and the grain crops there will be beyond the common. Ontario, being in middle longitude, will very probably have a rather wet season, but still not so wet as farther east. Illinois and Iowa will be in their glory, and Manitoba and the Canadian North-west will have one of the best seasons ever known there. In the North-west a season too dry is sometimes to be feared, but too wet a season hardly ever comes at all. Of course, should the season turn out dry instead of

wet all these probabilities would be reversed. But present indications are very visibly in favor of large grain crops in the west, and a consequent enormous aggregate supply, covering many times over all possible deficiencies in the east.

REGULARITY OF MOTION FOR MILL SHAFTING.

SECOND ARTICLE.

True regularity in the motion of shafting consists not merely in its making a certain number of revolutions in a given interval of time, but in its velocity maintaining a certain definite relation to time, whether the interval be great or small.

A shaft may make one hundred revolutions per minute, and give the same number though repeatedly counted, and yet, if the time be reduced to quarter minutes, it will be found to vary considerably, in one quarter minute making twenty-six revolutions, and in the next twenty-four, and so on. Again, while the number of revolutions may be comparatively regular, the actual velocity of the periphery, or rim of a pulley on the shaft, will be found to vary very much during one revolution. It is this irregularity during each revolution, causing a jerkiness in the motion, which is so much complained of and leads to so much trouble, rather than a slight variation in the total number of revolutions made in an hour or a day. A little consideration will show that shafting driven by water power ought to be almost entirely free from this inequality of motion.

The source of the power and of the motion is the action of gravity, which is a constant quantity: there is no cut off and no expansion, but during each entire revolution of the water-wheel the same force is being constantly applied in the same direction, and hence, so long as the resistance remains the same, the motion produced will be exactly uniform in velocity. No such perfectly constant and uniform action can be produced in a steam engine acting upon a single crank. By carefully comparing the action of a water-wheel during *one* revolution and a steam engine during *one* revolution, the superiority of water power for regularity will become apparent, and also the advantage of combining two or more steam engines on the one shaft, with the cranks set so as to divide the circle.

In the case of a water-wheel, the number of revolutions per minute may vary, either from the load in the mill changing more quickly than the governor is able to change the flow of water, or the total head may fall or rise, and so change the actual number of revolutions, yet be the velocity fast or slow, it ought to be uniform. If it is not, the cause should be looked for and remedied. Shafting out of line, pulleys improperly keyed or unbalanced, or wheels imperfectly geared, will probably be found to be the disturbing elements.

If the centre of gravity of the shafting and its load of pulleys be not revolving in a true circle, uniform motion cannot be obtained, and a small amount of inequality in balancing the weights may be so magnified by the velocity as to be a very serious matter for the motive power of the mill.

Power will be absorbed, but instead of being applied to a useful purpose, will become the means of injuring and perhaps destroying the shafting. Too much attention can hardly be given to keeping all the shafting and pulleys in perfect running

condition. The settling of the walls, or the yielding of floor beams, should not be forgotten, and the fact that the shafting was true once should not be accepted as a perpetual guarantee that it is all running as it ought to do.

A large percentage of the total power of any factory is absorbed by the shafting and gearing, and in some localities, where fuel is expensive, a handsome profit might be made by giving skilful attention to this one item of expense.

THE APPRENTICESHIP QUESTION.

While it is in a general way true that Protection develops home manufactures, it would be a great mistake to depend upon Protection alone to do the business for us. Capital, skill, business management, and several other things are necessary besides. In the United States, where very high Protection has been on trial for twenty years, the system works well on the whole, but unequally, in some cases even badly. Where our enterprising neighbors of the high tariff persuasion have been most successful has been in the making of heavy textile fabrics, machines of many and various kinds, and articles which can be made by machinery without any great nicety of skill on the part of the operatives. In heavy cotton fabrics, for instance, for which neither taste, nor design, nor any extra skill is necessary, the Eastern States actually beat Lancashire to-day. If anybody doubts this statement, here is the proof. For several years before the change in the Canadian tariff, when the duties were low, our imports of such cottons from England were falling off, while our imports of American cottons were rapidly increasing. As each paid exactly the same duty, the Americans were actually beating the English, in certain staple lines of cotton goods, in the neutral market of Canada. As far as such goods were concerned, leaving our market virtually open was a gain to the States far more than to England. Canada lost, but England did not gain; it was the States that gained instead.

In other lines of manufacture, however, there is a different tale to tell. In the higher grades of fabrics the American factories are far behind Europe; these classes of goods have still to be imported, and why? For the reason chiefly that there are few American workmen who have the necessary skill for making such goods. An American paper thus explains:—

"Why is this? Simply because the American craftsman has deliberately barred out his own sons from his trade and left the door open to foreigners. The printers in a certain community, for example, refuse to admit American apprentices, in order to keep up the price of their work; whereupon foreign printers step in to supply the demand, or the publishers import the sheets of their finer publications from London, ready for binding; while the sons of the printers go without capital or craft to Western cattle farms to earn their living, complaining that the trades and professions are full. There are no skilled American weavers; and \$22,000,000 of gold go to pay foreign manufacturers for the clothes we wear, while American weavers are turned out of the closed mills. It would be hard to find a more complete circle of fatuity. The textile manufacturers show at least one gleam of sound sense. They propose to establish a school for skilled weavers, dyers, etc., in order to compete with the French and English looms."

In Canada we are looking forward, should the N.P. be sustained, to an extensive development of *new* industries; of manufactures finer and more advanced than those in which we have made our beginnings. At first we shall have to import skilled operatives from other countries, but next comes the practical question—shall Canadian youth be allowed to learn the more advanced branches of manufacture? There is room for some plain speaking on this point.

The tyranny of employers of labor is an old story, and no one can say, either, that it is not "founded on facts." Part of the story is so old, however, that it does not so much apply to our own times as to times gone by. Still, much yet remains to be done, and we hold it to be for the interest of our manufacturers to welcome and to promote really practical factory legislation, adapted to the country's circumstances. We think it as well, meanwhile, that the Factory Act lies over for another year; we need a little more time to consider the first legislative effort of the kind ever made in Canada. Employers will be well advised if they frankly accept the situation, take factory legislation as the inevitable accompaniment of extended and prosperous manufactures, and lend their influence to the promotion of a suitable measure. This much conceded, there is something else to be said on the other side.

Throughout current newspaper literature, both serious and sensational, there runs a deluge of protest against a certain alleged evil. All our boys want to be "clerks," so it is said; they despise the work of the mechanic, and want to stand behind the counter, or get into something which is dignified with the name of a "situation." Farmers' sons forsake the plough, and try to get into stores. As regards the farmers' sons, that is an evil of old standing in Canada, but it is being rapidly cured by new circumstances. The unfortunate results of too much storekeeping in time past, and the brilliant prospects of agriculture in the Canadian North-West now, are working a wonderful change. Not only in Canada, but in the States as well, the rage for going upon land is so great that the cure referred to stands good for many years to come, and on a large scale. But boys who will not or cannot take to farming are still obliged to seek for "situations" of various kinds, mostly very poorly paid, because they cannot get into the trades. Let any man having a boy ten or twelve years old try to get him apprenticed to-day, so as to make a shoemaker or a moulder of that particular youth. He would find it easier to get him into the Civil Service without political influence, and that is saying a good deal. In other trades the barriers are not quite so strong, but they are still strong enough to keep out all but a favored few. Suppose it admitted that factory legislation we must and shall have in Canada, because the new circumstances of the time require it, we say, in addition, that an emancipation act for boys is also required, so that they may be enabled to learn what trades they choose. It will not do to have things all on one side. Was it not Burns who said that one of the most discouraging spectacles on earth was that of an able-bodied working man asking of his fellow-worm leave to till the soil for bread? In that one idea of the Scottish poet's there are volumes of land-league speeches. But is it much better when a boy, or his father for him, has to ask leave of the Union to learn a trade? There was an emancipation act for the black race half a century ago; let us consider whether one for the white race be not needed too. We want no Chinese labor in Canada, but the question has still to be asked—is white labor really free?

H. M. S. "DOTEREL."

At a meeting of the Institution of Mechanical Engineers held in London, Eng., April last, Lieutenant Dean Pitt, of the Royal Navy, gave an account of the diving operations carried on by him at the wreck of the "Doterel" in the Straits of Magellan. The wreck was laying in water twelve fathoms deep, which was comparatively clear. The whole of the ships guns, anchors, chain cables, yards, spars, etc., were recovered.

A careful examination of the steam-boilers and coal bunkers was made, and they were all found intact and in good condition, showing that the dreadful explosion which destroyed the ship so suddenly was not caused either by accumulation of gas in the bunkers, or by the rupture of any of the boilers. The explosion must have been an exceedingly violent one, and at the same time not that of some material closely confined, as out of 140 men who perished, the bodies of only twenty were found in perfect condition, the rest being dreadfully mutilated. Lieutenant Pitt found the body of one of the officers, an old friend and former ship-mate, still seated in an arm chair under the poop deck.

These diving operations were very successfully carried out, notwithstanding the difficulties and dangers of working under twelve fathoms of water so intensely cold that the ice was a foot thick on the shore.

The result of the divers' examinations would seem to confirm the theory some time ago suggested, that the explosion was due to leakage of "xerotine siccatur," a patent preparation used as a drier for paint.

OLD COUNTRY FARMERS FOR ONTARIO.

The poet Whittier has sung of what "might have been." Let us vary the drift of the thing from unavailable regret to active hope, and show what still might be, very easily, if only somebody were plucky and enlightened enough to try it.

Just at present there is a rush to the great North-west. We say nothing against this, the land is there, and that independence of enterprise and ambition together which prompts people to strike out for the prairies and make homes for themselves is highly to be commended. But may we not say a word meanwhile for "old On-ta-ri-o," as in a current campaign song she is called. We think we may venture, surely, and we begin by telling a story, a true one: Once upon a time, and not so very long ago, either, a certain two-hundred acre farm, long cleared up and supposed to be pretty well worn out, changed owners. The new proprietor thought he had a good bargain, and said so, but there were neighbours who said that they did not see how he was going to get the money out of that old, worn-out, and exhausted two hundred acres. "Ah, hut," says he, "I have four hundred acres." "How's that?" "Why," he replies, "there are two hundred acres four or five inches deep, that have been worked and pretty well run out, but under these, just a few inches below, there are two hundred acres more, and I am going to work that, and make a farm of it." And he did.

We hear a great deal about mortgaged farms in Ontario. If there be any of them worked only four or five inches deep, there is an opening for somebody to go in and work down to ten inches, and thereby find another hundred acres besides

the hundred he buys. Old country farmers, with no more than money enough to stock and work a rented farm "at home," could easily buy Ontario mortgaged farms in fee simple, if they were for sale, and live there as their own landlords. But what could they do then; how would they make it pay?

This is what they could do. They would in a great many cases find a new hundred acres of really virgin and fertile soil, four or five inches under the upper hundred acres already worked. What other improvements they might introduce we do not attempt here to suggest, with one exception. As scientific men and practical men together are agreed, phosphates are the making of wheat. Now there are in the Provinces of Ontario and Quebec together enough phosphates, easily obtainable and at moderate prices, to produce *extra* crops of wheat alone, sufficient in a few years to pay off every mortgage on every farm in these Provinces. That is, let us add, provided it is a farm having a wheat soil, otherwise other crops would have to be tried. Now, can our old country farmers see their opportunity? They pay large sums at home for artificial or imported manures, many of them "bogus," and not worth half the price paid for them. They can get the genuine article here—the real wheat producer—from first hands and at moderate prices. What a splendid opportunity there is, in many parts of Ontario, for old country farmers to buy one hundred acres, and make two hundred acres of it with the greatest ease. With actually less trouble and expense they could do far more for their own land in Canada, than they are now doing for their landlord's land in England.

MANUFACTURERS' MEETING.

In response to a circular letter from Sir John A. Macdonald, a largely attended meeting of manufacturers was held at the Queen's Hotel, Toronto, on Tuesday afternoon. Mr. R. W. Elliot (of Elliot & Company), Toronto, was called to the chair, and Mr. C. A. Kelly, Junr. (of Booth & Son,) Toronto, was appointed honorary secretary. On the subject of the National Policy and its relation to the prosperity of manufactures and of the country generally, the meeting was addressed by Sir John, Hon D. L. Macpherson, and Mr. J. B. Plumb. After a hearty vote of confidence in the present Administration had been passed, these three gentlemen retired, and the meeting appointed a committee to set before the electors of Ontario the advantages that have already resulted from the National Policy, and the still greater advantages that will follow if that policy be persevered in and firmly maintained.

The following are the names of the gentlemen comprising the committee:—Toronto: Joseph Simpson, E. Gurney, Junr., O. Wilby, R. W. Elliot, George Booth, Samuel May, W. Heintzman, W. Hamilton, W. Dixon, J. Dixon, D. Lamb, Thos. Hutchinson. Hamilton: Jas. Watson, L. H. Brooks, Jno. Milne, Jas. Stewart, R. M. Wanzer, James Young, J. H. Killey, E. Gurney, Senr., M. A. Kerr. Galt: Adam Warnock, David Spies, R. Blain, H. McCulloch. Guelph: J. B. Armstrong, C. Raymond, W. Bell. Dundas: R. McKechnie, John Bertram. Almonte: B. Rosamond, A. Elliott. Paris: D. Brown, — Adams. Bowmanville: G. Piggott, J. Wesley. Streetsville: R. Barber. Markham: Jas. Speight. Glen William: — Williams. Georgetown: J. R. Barber. Newmarket: J. Nelson Gorham. Merriton: John Riordan. Cobourg: W. Rosamond. Acton: W. H. Storey. St. Catharines: Wm. Chaplin.

THE
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FREDERIC NICHOLLS,
Managing Editor.

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St. John, N.B.	Mr. J. S. Knowles.
Winnipeg, Man.	Mr. K. Graham.
TRAVELLING CORRESPONDENT	Mr. A. L. W. Begg.

A FILE FOR BINDING PRESENTED TO EACH NEW SUBSCRIBER.

Editorial Notes.

Mr. A. P. Bradley, so well known as private secretary to Sir Charles Tupper, has been appointed to the secretaryship of the Department of Railways and Canals, made vacant by the superannuation of Mr. F. Braun. The appointment is a good one.

The Anti-Chinese immigration bill recently passed at Washington goes into effect on the 4th of August. American ports being closed, there will be a rush of Chinese into Canada. Already the future destiny of "Chinese Columbia" is a live question of the day for the people of the Dominion.

A Montreal despatch, dated the 5th inst., says that a new steamship company has been formed in England to trade between Liverpool and that port. The *Straits of Dover*, a new steamer of 3,200 tons, has been launched at Sunderland, and will be the first steamer of the line. More ocean steamship lines are wanted, to cheapen freights to and from Canadian ports, and give to our transatlantic trade something like New York rates of freight.

The town of Thorold is agitating for the development of the water power to be obtained from the new canal. There are within the corporation limits, or in its immediate vicinity, fourteen locks, and it is calculated that the surplus water from each could be made to give off one thousand horse power, or in all, 14,000 h. p. The Government has been applied to to grant the privileges, and the Town Council have passed a resolution, offering to assist by bonus, or otherwise, any manufacturers desirous of locating there.

Some short time ago it looked as if Grand Trunk influence would be strong enough to prevent Canadian Pacific bonds from finding a market in London. But the desired market has been found in England, though not perhaps in the "city," strictly speaking. The Duke of Manchester's company will

now take up all the bonds at present available, and will pass them over for five million acres of land, valued at three dollars per acre. The Syndicate will shortly be "in funds," and the building of the Quebec and Ontario link is now assured.

The greater progress we make, and the greater success we have in developing the great North west, the better will it be of course for Canada—that is, for ourselves. And the better also will it be for the Hudson's Bay Company, beyond all doubt. A cable despatch to the *Globe* says it is stated that a dividend of fourteen shillings per share and a return of £2 per share will be recommended by the Committee of the Hudson Bay Company. So much for the present, but we are bound to do far better than that for the Company in time to come.

American railway men, it is said, are complaining of reduced freight business. The roads running east of Chicago are not having more than one-third as much freight as they are able to carry, and managers are anxiously looking forward to the new crop to help out the earnings. This confirms what we have elsewhere said as to the fact of a comparatively light crop in the west last year, owing to the dry season. Should the prevailing anticipations of heavy crops in the west this year be realized, there will be a big boom in eastern-bound freights before long.

One result of our railway revolution will be that we shall have two great Canadian companies, each strong enough to hold its own in competition with American lines. Vanderbilt's hope of being able to coerce the Grand Trunk is pretty well gone from this time forward. The Syndicate system is rather too far north to be within his reach. Even Vanderbilt and Gould must feel somewhat amazed when they look back a year or two, and reflect upon the great events that have happened in so short a time—the sudden rise and expansion of the Syndicate, and the enormous gain in reach and power made by the Grand Trunk.

It looks as if the fusion of the Great Western with the Grand Trunk were virtually a thing accomplished. Vanderbilt will not attempt to interfere with the scheme; it rather appears as if he would seek in some way or other to make terms with his great rival, the Grand Trunk, now far more powerful than ever before. We are to have just two great railway powers in Canada—the Grand Trunk and the Pacific Syndicate. This is what we are now fairly committed to, whether we like it or not. No reasonable man asks that railways should keep up ruinous competition, working for nothing or even at a loss. But if the two great powers will only keep up fair competitions, the country may be satisfied.

In connection with our Philadelphia correspondent's letter on the cotton market, dated the 3rd inst., may be read the following despatch, dated St. Louis, June 7th:—"Letters from the South predict the failure of the cotton crop along the northern belt line owing to incessant rains and cold nights. Whole sections of land heretofore devoted to cotton and tobacco have been ploughed up and corn and other grains substituted. There is less money in the South than at any time since

To Mill Owners and Manufacturers.

USE

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PURE BARK-TANNED

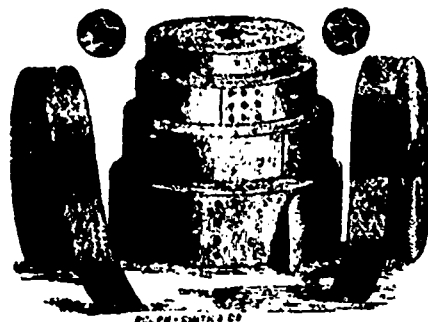
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—AT—
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Genuine Oak Tanned Belting.

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

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

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

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

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

LARGE DOUBLE BELTS A SPECIALTY.

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

Face Leather of the very best quality always on hand.

All Work Warranted.

Orders Solicited.

F. E. DIXON & Co.,

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To Mill-Owners.

AMERICAN LEATHER BELTING.

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

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H. L. FAIRBROTHER & CO.,

Manufacturers,

PAWTUCKET, R.I.

Geo. F. Haworth, Agent,

65 YONGE STREET, TORONTO.

the war, and if forced to meet their obligations the plantation traders could not pay more than 25 per cent." Another despatch says that the storm in North Carolina, on the 4th ruined the cotton, wheat, and corn crops. Some hailstones that fell weighed a pound and a quarter, so says the telegraph. We may deduct something from this, and still believe that the storm must have been a pretty heavy and destructive one.

We understand that the Canadian Steam Users' Insurance Association, now known as The Boiler Inspection & Insurance Company of Canada, at their annual meeting confirmed the appointment of Mr. John Galt, C. E. & M. E., as general manager of the Company. Mr. Galt has had considerable experience as a civil and mechanical engineer both in Europe and the States, and we congratulate the directors in securing the services of one whose high scientific attainments combined with practical experience will increase the utility of this important company. Mr. G. C. Robb, who has filled the position of chief engineer so creditably is retained; and this company act also now as general consulting engineers. Their services we believe in the interests of Canada will be fully valued and appreciated. We note that Mr. Cox, President of the Midland Railroad Company, was added to the directorate, while Mr. Jones still acts as secretary and treasurer.

The Syndicate has secured the North Shore road between Ottawa and Montreal, and the Crc lit Valley is already virtually in its possession. The Quebec and Ontario remains the "missing link," soon, however to be supplied. From Toronto to Montreal the competition between the two powers will be lively; but the far greater portion of Western Ontario will be in the hands of the Grand Trunk. The fate of the Toronto, Grey & Bruce and the Northern and North-Western is matter of speculation. But the probabilities are that the former will go with the Grand Trunk, and the latter with the Syndicate. Then the railway question in Canada will be pretty solidly settled, for some time, at all events. In a year or two more, people will look back with astonishment at the great railway revolution, precipitated and accomplished within less than the time of an ordinary term of Parliament. At present we are too near the event to realize in our minds what its magnitude actually is.

The most intensely French of our French-Canadian fellow-citizens in Quebec will scarcely deny that they are a *little* behind Ontario as regards agricultural improvement. But it may be that the time has come for them to make a start. The statement is made that two farmers, named Lacour and Lahale, having land on the island of Montreal, have rented to the Pioneer Sugar Company the whole of their arable land—some 150 acres—to be used entirely for the raising of sugar beets, and to be paid for at the rent of \$15 per acre. This seems a big rent, but it must be recollected that the land is in all probability extra good garden ground, well manured and worked for many years back, from which an enormous crop of beets will be taken in any ordinary season. For beets grown elsewhere the Company offers to pay five dollars per ton. Here and elsewhere may be seen hints of a great agricultural revival in Lower Canada. With the use of phosphates on the land and the cultivation of the sugar beet together, the ancient Province

can again be made a wheat-growing country, as it was many years ago. As things are now turning, this is not only a possible but even a probable revival.

The Montreal *Shareholder* of last week professes to have authority for denying the rumor recently alluded to in these columns that Mr. Hickson was about to leave the Grand Trunk and become Manager for the Syndicate. We merely gave the rumor for what it was worth, and no more. After quoting what we said, and denying the truth of the rumor, our contemporary adds:—

"Despite this contradiction that we have to make, the paragraph we have quoted is as a whole thoroughly truthful. The right words are struck in describing Mr. Hickson's successful management as "really phenomenal," and the Syndicate would no doubt be ready to bid high for the transference of his services to itself. It happens, however, that the Grand Trunk proprietary has the best practical knowledge—that of experience—of the invaluable character of the abilities of their General Manager, and would certainly not allow itself to be outbid were the retention of his services to come under discussion. We repeat, however, that no such subject has anywhere been mooted, or is likely to be."

After all which, the *Shareholder*, instead of alluding to this journal under the disguise of "a Toronto paper," might have mustered courage enough to say plainly that the CANADIAN MANUFACTURER was meant.

The prospectus of the Steel Association of Ontario has been issued. The Company has secured seven hundred acres of valuable mineral land, back of Belleville, in which place the works will be built, a committee being now engaged in selecting the site. The first issue of stock will be \$700,000, in shares of \$50 each, but it is expected that ultimately as much as \$3,000,000 will be called for and employed. It is stated in the prospectus that as a guarantee of good faith to subscribers, and to prevent the depreciation of the stock by speculators until \$2,000,000 is subscribed and fully paid up all the stock is to be held in trust by some chartered bank in Ontario, acting as fiduciary agent for the Company, and cannot be sold or transferred. This will ensure the building of the plant and active carrying on of the work. The balance of the stock, \$1,000,000, will be held in reserve, to be issued as may be required to extend the works in order to enable the Company to fully supply the Canadian market with all the various kinds of steel required in the Dominion. In order to insure to the Company the benefit of the best efforts of its employees by giving to each one of the latter a personal interest in the success of the enterprise, all workmen employed at the works will be required to be holders of at least one share of stock; thus by giving to the workmen employed in the works a voice in the management of the business and a share in the profits, the conflicts which so often arise between capital and labour will be prevented. To enable them to fully supply the Canadian market with all the various kinds of steel, the Company has secured control of all the known processes and patents for the manufacture of steel. Meantime the Company has a temporary office at Room No. H, Queen's Hotel, Toronto, where information regarding the new enterprise may be obtained. It is expected that the works will be in operation, and producing 50 tons of steel per day of twenty-four hours, within four months; but we might stretch that time a little and still allow that remarkably good speed was being made.

Manufacturing Notes.

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

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

A paper mill is talked of at Keewatin.

The new worsted factory at Quebec has commenced operations.

There is a rumour to the effect that glass works will be started in Kingston, and that the capital for it can be secured.

The new worsted factory at Harepoint, province of Quebec, is finished. The factory will soon be in operation. It will employ 400 hands.

The council of St. John's, Que., has passed a by-law loaning Mr. E. Bowler \$3,000 for ten years without interest, to rebuild his pottery in that place.

A machinery car, 45½ feet long inside, belonging to the Providence and Wooster line arrived recently with machinery for the cotton mill—*St. Croix Courier*.

The steamship "Lake Manitoba" of the Beaver line, and the "Polynesian" of the Allan line, have taken between them some 2,000 tons of phosphate to Liverpool.

Messrs. Frost & Jones, of the Smith's Falls Malleable Iron Works, are replacing their old engine of some 15 horse-power, with a new one having a capacity of 30 horse-power. This is a good sign.

At a recent meeting of the London, Ont., City Council, Mr. Webb, of Ridgeway, asked for a bonus for the establishment of a Berlin wool factory in that city. The proposal was referred to No. 1 Committee.

The corner stone of the new cotton factory at St. John, N.B., was laid on the 6th inst. by the Mayor. It is expected the building will be completed in September, and the machinery be in motion in November.

The buildings for the Kingston Car Works have been erected, part of the machinery has arrived and been placed in position, and the rest has been contracted for. The works will doubtless commence operations in the course of a few weeks.

A newly organized firm (Robt. W. King & Co., Georgetown) purpose making a specialty of the manufacture of power knitting machinery and knitters, winders, reels, scouring rollers, stop motions, with all necessary shafting for complete mills.

Messrs. Bell & Co.'s large and beautiful new factory, near the station, Guelph, is just completed. The premises at present in use were built in 1878, since which their trade has trebled, and they will occupy both buildings to supply the immense trade which has developed.

It is pleasing to note that the implements turned out by the Mount Forest Agricultural Works are gaining in public favor. The Messrs. Kilgour last week shipped a carload of reapers and mowers to Mildmay, and are about making another shipment.—*Confederate*, Mount Forest.

Messrs. Nickerson & Wilson, of Simcoe, Ont., manufacturers of cider and vinegar, have been compelled, owing to such a large demand for their cider and vinegar, to enlarge their factory to double its size, which, when completed, will be one of the most extensive factories of the kind in Canada.

The wadding mill at Sorel, owned for many years by Mr. J. F. Armstrong, and which has been supplying the market for the Province of Quebec, being the only manufacture of the kind, has been purchased by Messrs. James Morgan & Sons, who propose to increase its capacity and control the wadding trade of the Dominion.

The Haggert Bros. Mfg. Co. of Brampton in a few days ship four carloads of the celebrated Cornell portable steam engines, Cornell Traction and Wide Awake Separators. They intend to introduce something new in binders this year—"The Ross & Parker & St. Paul Cord Binder," which will recommend itself to the Canadian farmer.

The Abel Hosiery Company of St. Hyacinthe, Que., are making important extensions to their manufacturing premises, and are now erecting two brick buildings, one 150 feet by 70, the other 140 feet by 80, in which they will carry on the manufacture of underclothing. It is expected that this enterprising concern will eventually have some 150 hands employed.

Last week the ratepayers of the town of Simcoe agreed to loan the firm of West & Peachey, iron founders, \$6,000 for ten years, for the purpose of enlarging their premises. They also authorized a loan of \$20,000, for twenty years, to a joint stock company of local capitalists, who propose establishing a factory there for the manufacture of worsted yarns.—*Monetary Times*.

The Victoria Foundry, at Lachute, Que., is now in full blast, and everything working to a charm. It is one of the finest and largest foundries in the Ottawa Valley. Messrs. McQuat & McRae are practical business men, and men who attend to their business. All orders entrusted to them are executed promptly, their facilities being such as to enable them to do it.—*Lachute Watchman*.

Messrs. Thos. Crabtree and Charles Colclough, formerly with the Smith-Elkins Manufacturing Co., have commenced business as general machinists, in the old Banner Sewing Machine Co's building, under the firm name of Crabtree & Colclough. They are both excellent workmen, and having fitted up their shop with new machinery throughout, they are enabled to turn out work in a satisfactory manner. We wish them success.—*Sherbrooke Gazette*.

Mr. Chas. Patton, from Michipicoten Island, was in Collingwood last week. The *Bulletin* says he brought some fine specimens of copper and silver ore, which are only the general run of the rock mined during the past winter. Some parts of the vein, which is three feet wide, yield nearly pure copper, and the metal can be picked up in lumps as big as a man's fist. The Manager, Captain Opie, has been very successful in discovering new veins and lodes, and the prospects are very encouraging.

A St. John, N. B., press correspondent says:—Sir Albert J. Smith, Messrs. William Hickman, Joseph Hickman, J. Elbert Church, William K. Chapman, Joseph B. Peck, W. D. Wilbur and others, have filed in the office of the Provincial Secretary, a memorandum of association for incorporation of a company to be styled "The Dorchester Tanning & Boot & Shoe Co.," with a capital of \$20,000, to be divided into 200 shares of \$100 each. The office or principal place of business will be at Dorchester.

The Bangor *Mining Journal* says: "The St. Stephen Cotton Mill is under the management of J. W. Brown, as agent, for several years superintendent of the Bates mill, at Lewiston and A. Woodman, as superintendent, who was for some time master mechanic of the Bates mills, both of these gentlemen having had an experience which must be of great service to them in running this mill. St. Stephen, as a point for obtaining help, promises to be a good field, as already experienced weavers have been engaged to start more than half of the looms.

The first mill run of the Gallihar Gold Mining Company's new mill, at Isaac's Har'or, Nova Scotia, yielded 149 oz., 13 dwts., value, \$2,993, taken from 51 tons average quartz in 80 hours. The company employs 85 men, and have the mine thoroughly equipped with steam drills and other mining machinery of the most approved patterns. Five hundred and sixty feet, on a vein over 600 feet long, has been opened to the 250 foot level, showing now in sight a sufficient body of quartz to supply the mill for at least 12 months.—*Bay Pilot*, St. Andrews, N. B.

Messrs. Creelman Bros., of Georgetown, Ont., the manufacturers of the Franz & Pope Knitter, now used so extensively in factories and private families, are experiencing a heavy run of business. Amongst manufacturers this machine is so well known and appreciated that we need not describe it here, but we learn from the enterprising firm that their machines are now, on account of their simplicity and perfection, used successfully by the blind in Canadian and American Institutions, and are finding their way into many countries abroad, including Australia, Mexico, England, and China.

Messrs. R. H. Smith and Co., of the St. Catharines Saw Works, are very busy just now, and full of orders, and on a recent visit we saw packed ready for shipment cases of saws addressed to all sections of Canada. They have recently again increased their facilities, and have built a large new tempering oven for tempering every article of their make by the "Simonds" process, which has heretofore been so successfully used in tempering the circulars only. In the erection of one oven over nine tons of cast iron and sixteen thousand common bricks were used, besides a large number of pressed bricks and tiles. This firm now employ between 60 and 70 hands, and will shortly make additions to even that large number.

The canning industry is evidently attaining considerable proportions in Simcoe, Ont. The factory in that town was erected only about a year ago, and the company commenced business with a limited number of

operatives, principally young girls and women, numbering about fifty, and during last summer and fall everything turned out satisfactory, packing about 200,000 cans of peaches, tomatoes, corn, and all kinds of vegetables. This spring they have commenced in their can department with 20 men and boys making cans, and have already on hand for the summer's trade some thousands of cans. The company expect a large trade, and to employ upwards of one hundred and fifty hands, chiefly men and women. There is probably no section in the Province of Ontario more adapted for growing fruit than the county of Norfolk.—*Journal of Commerce.*

An adjourned meeting of the Association of fruit evaporators was lately held in Hagersville, when the constitution was adopted and several committees were appointed who will report at the next meeting. The Association has been formed for the purpose of diffusing a knowledge of the process of fruit-preserving by evaporation, and to perfect the quality of the prepared article. An inspector is to be appointed who will grade the products manufactured, and a trade mark will be adopted by the society. A committee was appointed to interview the Ontario government with the object of securing a grant in aid of the company. A number of manufacturers of machinery were present from different parts of Ontario, and also from several places in New York State. The Association now numbers 25 members. The next meeting will be held in Hamilton on Tuesday, June 21.

The Toronto Paper Co.'s new mill at Cornwall, Ont., is being rapidly pushed towards completion. It is expected that they will be able to commence the manufacture of writing paper and super-calendered book papers by September. The annual general meeting of this Co. was held in Toronto, on May 31st. The president, Mr. J. R. Barber, occupied the chair; and, on motion, Mr. C. Blackett Robinson was appointed secretary. There was a fair attendance of the shareholders. After hearing reports of the progress of the work on buildings, construction of machinery, &c., the election of directors for the ensuing year was proceeded with and resulted as follows:—Messrs. J. R. Barber, W. W. Copp, C. Blackett Robinson, W. J. Gage, Richard Brown, E. Trout, and George Macdonald. At a subsequent meeting of the Board of Directors, Mr. J. R. Barber was chosen president; Mr. W. J. Gage, vice-president; and Mr. E. Trout, secretary-treasurer.

There is not an industry in Oshawa that deserves more praise for the gigantic strides it has made than the new Knitting Factory, which started operations but a few months ago in our midst. It was well known that from the first it would be a success, as the right men took hold of the helm, but it has surpassed all expectations. There are about 44 girls employed in the works, and we understand more will be added as the business increases. The factory is now claimed to be one of the largest of its kind in the Dominion, and we hope it will soon be the largest. The goods manufactured are of the finest order, and will meet with a ready sale. Not only will the Company make socks and stockings, but they will produce jackets, shirts and drawers, and other articles coming under their head of business. Two or three travellers are constantly on the road, soliciting orders for the firm, and they report the goods as taking well wherever shown, making one more article for outsiders to boast of as being manufactured at Oshawa.—*Vindicator.*

Work at the cotton factory is being vigorously carried forward. About ninety men are employed and the immense foundations are now nearly completed and ready for the brick work. The recent wet weather has hindered the work to some extent, but notwithstanding all drawbacks operations have so far advanced that the bricklaying will begin next week. The bricks will all be obtained from the yard of Messrs. Smith & Kaye, at Enfield. A large quantity has already been brought to the site of the factory and car loads are arriving every day. When it is remembered that the building is to be two hundred and fifty feet long, by one hundred and nineteen in width it will be seen that the number of bricks used will be very large. All the lumber that will be used is already on the ground. The joists will be pitch pine and spruce. They will all be planed and oiled. A number of men are at present engaged in setting up a planing machine, which will be driven by steam, so that the work of planing may be begun immediately.—*Halifax Mail.*

Messrs. Abrams & Kerr, who recently purchased the plant of the St. John foundry, Brussels-street, are making preparations for carrying on the business on a very extended scale. Considerable alterations and improvements of the premises will be made prior to placing the machinery in position, and a new boiler and horizontal engine of the most improved construction will supply the power necessary to drive the works. All the patterns used in the foundry by the late W. E. Everett have been retained, and a large pattern shop will be used for the production of such new patterns as will be required for the production of new goods. These will be principally agricultural implements, consisting of hay cutters, mowers, reapers, cultivators, root pulpers, threshing machines, &c., into the production of which the firm proposes to largely embark. Besides these goods Messrs. Adams & Kerr will supply fence castings and crests—columns and troughs, air furnaces, stoves, and soil pipes, the latter of which are not at present manufactured in Canada, but have to be imported from the States. It is expected that in about two weeks, the whole of the machinery will be in full blast. The historic one horse engine, which

was the first imported from England, will be retained by the proprietors, partly as a curiosity, and partly because, despite its antiquity, it is still in perfect working order.—*St. John Sun.*

We are glad to know that the company in which Mr. Andrew Myles, Count DeBury, and other gentlemen of Portland and St. John are taking an active interest, and which proposes to engage in the manufacture of shaped goods, such as shirts and drawers, is in a fair way to make a successful start. Already some \$36,000 of the capital stock has been secured. A site for the factory has been offered and probably secured, viz., on the Adelaide Road, on the stream, which is crossed by two bridges. A site will probably be selected between the bridges. The proposed building will be of brick, 120 x 60 feet, and two stories, with a dye house attached, 20 x 50 feet. Steam power will be used, while the water of the stream will be utilized for scouring, washing and dyeing. All the machinery will be of the most improved style. The company propose to cater more especially for the markets of the Maritime Provinces, where imported goods are still largely used; and native wool and home labor will be in demand. The factory, we understand, will start with 57 hands. As the company will control a valuable patent for the Dominion, and as this description of goods can be manufactured very cheaply and still leave good profits, it only needs good management to make the company's stock a good investment. We heartily wish the company the fullest measure of success, and we hope to hear of the buildings going up at an early day.—*St. John Sun.*

Those who have the slightest doubt about Peterborough under the N. P. becoming very rapidly a manufacturing centre, have but to take a short walk along Dickson's race and see the four new factories now in course of construction. The first of these is a frame building, 60 x 40, three stories high, and will be occupied by the Messrs. McKee, Brothers, furniture frame manufacturers and general planing mill and sash, door and blind factory. This firm now employs upwards of thirty hands, and with the increased facilities which will be afforded, they expect to double that number if they can obtain the men. Although established but a short time, this firm does an enormous trade with nearly all the principal places of the Dominion, and so busy are they kept that they have had to refuse many large orders, finding it impossible to turn out the work required. The second is close to the first named, also of frame, three stories high, 65 x 40. It will be occupied by Mr. Forsyth, manufacturer of agricultural implements, pumps, etc., his present factory being far too small to allow of him turning out the amount of work demanded of him. The third is for Mr. Robert Brodie, and will be used as a portion of the large woollen mill he intends to establish here in the course of a few months. This building will be considerably larger than any of the others mentioned. A new project, and one of which very little has been heard in public, is the pulp mill, to be established on the Ashburnham side of Dickson's dam, by a number of American capitalists. The machinery has already been ordered from Messrs. J. White & Co., and an Oshawa firm, and is to be ready for placing in position in a few months. Work on the building will be commenced as soon as it is possible to obtain the necessary complement of workmen.—*Peterborough Review.*

According to the *Courier*, Brantford is all but overpowered with the hum of spindles and the din of looms. This seems cheerful. Only a very few years ago, the Brantford people had no more expectation of seeing a real, live cotton factory in their midst than they had of getting the Provincial seat of government there. But time has worked wonders, and in short time, too. In a recent number of the *Courier* we find a description of the Slingsby Woollen Mills, erected five years ago, and therefore not wholly a creation of the N. P. These mills are on the Holmedale-road, and comprise three stories and basement, 90 x 31 feet. There are eleven looms, two spinning mules, six carding machines, and two pickers. A still larger concern, near by, is that of the Craven Cotton Mills, belonging to Mr. Clayton Slater, lately from England. The *Courier* says: "The mill contains thirty carding machines, and all necessary preparations, 5,400 mule spindles for spinning welt, and 4,200 ring spindles for spinning the warp, also 250 looms; 210 of these are at work, and turned out or manufactured 1,000 pieces of factory cotton last week, equal to 52,000 yards. There is room for 10 more carding machines and the necessary preparations, and the above number will shortly be added, thus increasing the production materially, and rendering the possibility of making the supply almost equal to the demand. Cotton goes through many or various processes from leaving the bale until it reaches its finished state, in fact from going through the first picker to finishing the yarn, it is doubled 10,368 times, and requires two miles of this finished yarn to make one yard of ordinary factory cotton, which is sold at from 8 to 10c. per yard, a peculiar fact that should render every purchaser of cotton fabrics susceptible to the fact that in every instance the labor and skill necessary to produce one yard of the finished cotton can hardly be equalized by the payment of the sum named.

A *Sun* reporter who casually called at Messrs. Jas. Harris & Co's car works lately was allowed an opportunity of inspecting some of the new machinery and appliances recently added to that extensive establishment, and the introduction of which has enabled the firm so to increase their facilities that they are now able to turn out two first-class passenger cars a month and four freight cars a day. The machinery which has been lately introduced consists of a new band saw (made by the firm), a nest of

six emery wheels, a saw gummer, an automatic planer knife grinder, and a new planer and matcher. In another part of the works was seen a shaving machine, which is commonly known as an irregular moulder; a planer, (that will plane a stick 16 in. square by 40 ft. long,) the only one of like capabilities in this city, a morticer and double borer, and a gaining machine, a most ingenious contrivance, of the invention and manufacture of Messrs. Harris & Co. The machinery above enumerated has been mostly made by the firm on their own premises and has been recently put in position to meet the requirements of their largely increasing business. To meet the consequent extra demand for power the proprietors have built a 40 horse power engine (which was constructed and in full operation within four weeks from its commencement), and have been supplied by Messrs. McLaughlin with a new boiler. This driving power is used exclusively for the car works.

To turn out such a large number of cars as the capacity of the works will allow, Messrs. Harris & Co. give employment to fifty hands. The cars at present in hand consist of two first class passenger cars for the Grand Southern Railway, one passenger and one mail car for the Quebec and Sorel Railway, and two hundred flat cars for the Canadian Pacific.—*St. John Sun.*

Mr. Benj. Bowman, formerly a jeweller of Waterloo, has purchased Mr. S. B. Moyer's button factory, and intends to run it for all it is worth. Mr. Bowman is an energetic business man, and we welcome him to the ranks of the large staff of Berlin manufacturers. Mr. S. S. Moyer has not yet decided what he will devote his attention to in the future.

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PLASTER OF PARIS, &c.

The Iron Trade.

PITTSBURGH.

THE GREAT STRIKE OF IRONWORKERS—THE COAL MINERS' STRIKE ON THE "PANHANDLE" ROAD—EFFECT ON PRICES—LARGE SUPPLIES OF COAL ON HAND—QUOTATIONS.

(From Our Own Correspondent.)

PITTSBURGH, June 5, 1882.

That which was by no means entirely unexpected at the date of my last letter has come to pass, namely, a strike of the skilled workmen employed in the rolling mills and nail factories of this city and vicinity. The employers refused to grant the modified demand of the employees, whereupon, the latter, at a meeting of all the "lodges," decided to renew their original demands, with two or three unimportant exceptions, and on the 1st inst. struck. As a consequence, all the ironworks here that employ puddlers, with one exception, and that an unimportant one, are idle, and will remain so until a break is made in the ranks of either the one side or the other. When the determination of the employees was made known a conference of manufacturers of the entire west was held here, at which it was decided to make common cause against the workmen; hence, nearly all the mills are idle from Pittsburgh to St. Louis inclusive, with the exception of those in the Cincinnati and Chicago districts. In the first-named district there was a strike last year, which began in June and lasted till nearly the end of October, when a compromise was made, in accordance with which the employees went to work, and which, it was thought, would obviate all further trouble of like kind; but according to reports from Cincinnati the men manifest a disposition to violate their agreement, and as a consequence some of the mills are idle. For the Chicago district a two weeks' truce was patched up, but even there some of the mills have stopped. What the outcome will be in those two districts it is at this writing impossible to state. If the mills there stop there will be a suspension of work in nearly every rolling mill and nail factory between the Alleghany mountains and the Missouri river. That the working men can long resist such a combination is not at all probable. It would involve about 80,000 men, and each one drawing 4 dollars a week—the amount allowed by the Amalgamated Association of Iron and Steel workers after the first two weeks—would soon exhaust a pretty large fund.

The idleness of the rolling mills, and the blowing out of a number of blast furnaces in consequence, has, as a matter of course, caused a greatly decreased demand for coal and coke. The strike at the coal mines along the "Panhandle" railroad, which, as your readers doubtless remember, began on the 1st of April, continues, and more colored miners are being brought into the district to take the places of the strikers.

Strikes have been so numerous this spring, and have been such an important feature of the iron and coal trades, that I trust your readers will not think I have been giving them too much space and prominence in my letters recently.

The ironworkers, coal miners and other workers in this section of country held a picnic on Saturday at Beaver, about 80 miles below here, on the Ohio river, at which about 28,000 people were present, according to the daily papers.

The strike has caused an advance in prices of nails and all kinds of finished iron, but a decline in demand for and prices of pig and scrap iron, and other raw materials. At an adjourned meeting of the Western Nail Association on Wednesday last the card rate (\$8.40 per keg, for 10d. to 60d.,) was reaffirmed, and nails are now firm at that figure. At the preceding meeting of the Association in the early part of May, the members agreed not to sell below \$3.10, 60 days, and considerable sales were made at that rate, although some makers refused to sell below the card, and kept their nails. They were therefore more fortunate than those who sold at \$3.10. Manufactured iron, which before the strike also sold below the card rates, is now firm at those rates. Wrought iron pipe and tubes are also higher in consequence of the strike, and so likewise is coke. As to coal, the rivers have never before been so favorable for shipping, and the result is enormous stocks in the markets along the Ohio, the Mississippi and other western and southern rivers. The

indications therefore point to lower prices. The strike does not affect the steel works or the steel trade.

Pig Iron.—Neutral mill, native ore, \$23 to \$24.00. Cinder-mixed, R. S., \$24.50 to \$25; All ore, mill, \$26; Bessemer, \$28; No. 1 foundry, \$26.50; No. 2 foundry, \$25.50—all 4 mos. **Manufactured Iron.**—Bar, \$2.50; 24 sheet, \$1.30; tank, \$3.30; C. H. No. 1 boiler plate, 5/16; homogeneous steel do., 6/16; hoop iron for common barrel hoops, \$3.10 to \$3.30; lighter sizes, \$3.20 to \$5.10—all 60 days, or 2 per cent off for cash. **Nails.**—\$3.40 per keg for ten pennies to sixty pennies, 60 days, or 2 per cent. off for cash, with an abatement of 10c. per keg on carload lots (250 kegs). **Wrought Iron Pipes and Tubes.**—Discounts on gas and steam pipe, 60 @ 62 1/2 per cent; on boiler tubes, 42 1/2 @ 45 per cent; net prices of oil well casing, 67 1/2 @ 70 cents per foot; do. oil-well tubing, 20c. **Steel.**—Trade still quiet; best quality refined cast steel, 12c. per pound; machinery steel—crucible, 8c.; Bessemer and open-hearth, 5c. **Steel Rails** have declined still further; \$48 @ \$50 per ton on cars at works are now quoted. **Railway Track Supplies.**—Demand better, and prices a little higher. Spikes, 3 @ 3.15c. 30 days, splice-bars, 3.50c. @ 3.60c., cash, f. o. b. Pittsburgh track-bolts, 3/16 for square nut, and 4c. for hexagon, cash f. o. b. Pittsburgh. **Old Rails.** are about the same price; sales at \$28 for prime American tees and \$30 for double heads. **Scrap Iron.**—Sales are so few that it is impossible to quote with desirable exactness; last quotations are repeated as a sort of guide, but they are doubtless too high. No. 1 wrought, \$28 per net ton; old car axles, \$35 per net ton; cast boings, \$15 @ \$16 per gross ton old; car-wheels, \$26 @ \$28 per gross ton. **Window Glass.**—The discount on double-strength remains 60 and 20 per cent, and on single strength 60 and 10 per cent. **White Lead.**—Manufacturers are not so pressed as they were, but are still fairly busy; prices unchanged at 7c @ 7 1/2c per pound in kegs. **Livestock Oil.**—Unchanged; raw, 59c. per gallon, by the barrel; boiled, 62c. **Canalville Coke.**—Prices are lower, being now quoted at \$1.50 @ \$1.75, as to size of order, per ton of 2000 pounds, f. o. b. cars at the ovens.

PHILADELPHIA.

THE STRIKE INAUGURATED—THE EAST AS AFFECTED BY THE WEST—QUOTATIONS AND PROSPECTS—THE RAILROADS—REVIVAL OF BUSINESS LOOKED FOR WITH A LOWER LEVEL OF PRICES—THE TARIFF COMMISSION GRASSHOPPERS AND FREE TRADERS.

(From Our Own Correspondent.)

PHILADELPHIA, June 5, 1882.

The iron workers' strike has taken wider dimensions than the trade anticipated at the outset, or for that matter the Amalgamated Association itself. The effect on the trade cannot be defined yet, because time enough has not elapsed to allow buyers and sellers to find out exactly where they stand. For a month or more past manufacturers everywhere have been preparing for it by not filling up with business for summer execution, and hence they are not obliged to yield to get work done. Besides, production has been steadily gaining on consumption, iron is declining, over-production is threatened, and restriction in some way or other has become a necessity in the interest of better prices. The workmen have done what manufacturers were not able to do for themselves.

The strike will help to improve prices of iron. Just how long the strike will last is guesswork. Already the air is full of rumours. The concessions of manufacturers in the past years ever since 1867 are against them. The men have steadily advanced wages in spite of bitterest opposition, panics, depression, and over-production; and they have entered this contest full of confidence in their prowess. If demand continues dull and prices low the strike will be longer. An improving market and better prices will threaten the manufacturers' organization.

This is the situation to day: what it may be next week it is impossible to tell. Buyers have not taken alarm, and will not, as long as there is such lack of confidence in a prolonged strike. A yielding by one side or the other is expected, but it is quite possible the public may be disappointed. There will certainly be no resumption until prices justify it.

Your correspondent has taken the pulse of the iron trade to-day, and can say on the authority of the recognized heads, that there is no advance in prices of finished iron, and until new circumstances arise, there will not be any. Production is usually curtailed one half during the hot weather, but if Western business is rushed this way, efforts will be made to work to full capacity, unless labor should see fit to interpose an objec-

tion, lest by full output they would be working against the interests of the strikers. Merchant bar is in active demand at 2.6 in mill and 2.7 in store, but these quotations apply only to regular trade and current requirements. Iron cannot be bought for July delivery; and, in fact, very few desire to buy so far ahead, as it is evident if the strike collapses such figures cannot be sustained.

Pig of ail kinds is weak; on the sick list. Prices of forge fell \$1.00. Good grades were bought to-day for delivery a month hence at \$20.50 @ \$21 at furnace. The cause is obstruction to demand west, and uncertain demand east. The decline will check importations, which of late have assumed large proportions. Foreign markets are awakening and holders are conferring with importers here as to the possibility of unloading on a large scale. The firmness of foundry is an encouragement to importations.

In this not very encouraging outlook, it is not to be wondered at that prices should fluctuate. There will be a blowing out of furnaces in the west, unless the strike should terminate. Merchant mills have begun to fill up on customers' orders.

The structural mills are crowded with fresh orders. Railroad requirements are heavy. Construction to date this year is 3,300 miles in round figures, and an immense amount of bridge-work is required, which is being ordered freely in view of a possible rush. The mills have four months' work under contract or in sight. Quotations have settled down to 3c for angles, 3 1/2c for tees, 4c. for beams, and 4 1/2-10c. for channel iron. The specifications submitted since last Thursday show that much business has been shaken out by the western racket. The same improvement has extended to plate and tank iron. Tank fell to 2 1/2c. a week ago, and is quoted to-day firm at 3c. Orders for between 200 and 300 tons have been placed, and inquiries for double that amount came in to-day. If this continues, construction iron will improve farther. The demand for iron in the oil, coal, and lumber regions is quite a factor. Pipes for water and gas are in demand. Virginia is coming to the front with bridge orders. Engines are ordered three to four months ahead. The dullness spoken of in the iron trade has not taken its grip on Philadelphia yet.

The railroad interests present nothing new. Steel rails are quoted at \$50 for summer and \$17 for later delivery, which is a decline on figures last given. Negotiations are pending for the sale of between forty and sixty thousand tons. Offers have been made and held under advisement. No one is buying iron rails, as steel rails can be had for the same money. A good many steel blooms come in for rolling at iron mills, the arrivals since last writing being 7,000 tons. Sales of steel rails—twenty-two thousand tons heard of at \$48 to \$50. Tees are very dull. Buyers offer \$27.50, and a few have sold within a week at \$26, but to-day holders wanted \$27 on cars. Liberal arrivals keep the market weak. Doubles can be had at \$27 @ \$27.50. Scrap is dull and every seller has his own prices. Two lots of good R.R. brought \$20; common sold at \$26, cross ends, \$25. Stocks are accumulating, and in view of the hot weather, less is bought, hence the dullness. The sheet mills are piling up orders again, and the downward tendency is averted. The phosphor bronze works are crowded with orders. All Eastern steel mills are doing well, so well that stoppage is out of the question.

The lower range of prices on which we are entering will, when other disturbing influences are removed, lead to a wider demand of a compensating character.

The make-up of the tariff commission does not quite suit all interested parties. It does not seem likely to carry the "weight" which the Trunk line advisory commission did and does with Washburn, Thurman, and Cooley on it. Heavier men would have done better. Still, the present appointees may fill the bill.

The Free Traders are making preparations for spreading their heresies throughout the west. It would appear that what with grass-hoppers, bugs, droughts, and hurricanes, the western people had enough of plagues, but the Free Traders must afflict them too!

MONTREAL.

A "BREAK" IN PIG IRON—CANADIAN BUYERS SENDING THEIR ORDERS TO NEW YORK—LOW OCEAN FREIGHTS TO NEW YORK, AND LOW INLAND FREIGHT RATES THENCE TO CHICAGO—MONTREAL AT A DISADVANTAGE—BAR IRON REMAINS AT THE FORMER DECLINE—QUOTATIONS.

(From Our Own Correspondent.)

MONTREAL, June 7th, 1882.

The quiet feeling in the pig iron market referred to in our previous letter has developed into a "break" in prices, and we have now sales of Coltness, Gartsherric, and Summerlee to report at \$21.75, and we understand \$21.50 has been accepted for a round lot of the latter description. The main feature in the situation is the lack of Western orders, which this season have been filled up to the present in New York. We have

been shown letters from Chicago, stating that owing to lower freight rates from New York than could be obtained from Montreal, as well as lower ocean freights from British ports to New York than to Montreal, Scotch pig has been laid down in the west at much lower prices than Montreal importers could furnish it for. This is a great drawback to Montreal trade, and no doubt is the cause of the decline in prices here. In other kinds of iron there is no particular change. There has been a fair business in bar iron at the decline noticed in our previous report, namely, \$2.00 in round lots and \$2.10 @ \$2.15 in jobbing quantities. We quote prices as follows:—On spot, Coltness, \$21.75 to \$22.50; Siemens, \$23 to \$24; Summerlee, \$21.50 to \$22; Langloan, \$21.50; Eglinton, \$19.50; Calder, \$19.50; Carnbroe, \$20.00; Hematite, \$26 to \$27. Bar, per 100 lbs.—Siemens, \$2.25; Scotch and Staffordshire, \$2.00 to \$2.10; Best Staffordshire, \$2.00 to \$2.15; Swales, \$4.00 to \$4.50; Norway, \$5.00; Lowmoor and Bowling, \$6.25 to \$6.50. Canada Plates, per box—Glamorgan & Budd, \$3.15 to \$3.25; Penn, \$3.15 to \$3.25; Neutgwint, \$3.15 to \$3.20; Hatton, \$3.15; Thistle & Clifton, \$3.15. Tin Plates, per box—Charcoal, I. C., \$5.25 to \$5.75; Charcoal, I. X., \$7.25 to \$7.50; Charcoal, D. C., \$5.25; Charcoal, D. X., \$7.25; Coke, I. C., \$4.30 to \$4.40; Tinned Sheets, No. 26, Charcoal, 10c. to 11c. Cookly K. or Bradley, 10c. to 11c.; do, Coke, 10c. to 10½c.; Galvanized Sheets, 28 best, 7c. to 7½c.; Hoops and Bands, per 100 lbs., \$2.75 to \$3.00; Sheets, best brands, \$3.00; Boiler Plate, per 100 lbs.—Staffordshire, \$3.00 to \$3.25; Bradley, \$4.50 to \$4.62½; do, Lowmoor and Bowling, \$7.00 to \$12.00; Russia Sheet Iron, per lb., 12½c. to 13c. Lead—Pig, per 100 lbs., \$4.50 to \$4.75; Sheet, do., \$5.50; Bar, \$5.00 to \$5.50; Shot, do., \$6.00 to \$4.25. Steel—Cast, per lb., 11½c. to 12½c.; Spring, per 100 lbs., \$3.25 to \$3.50; Tire, do., \$3.25 to \$3.50; Sleigh Shoe, \$2.40 to \$2.60; Ingot Tin, 25c., to 26c.; Bar Tin, 30c. to 32c.; Ingot Copper, 18c. to 19c.; Zinc sheet, per 100 lbs., \$6.00 to \$6.50; Spelter, \$6.00 to \$6.00; Horse Shoes, per 100 lbs., \$4.25 to \$4.50; Proved Coil Chain, ½ in., \$5.50; Anchors, \$5.00 to \$5.50; Iron Wire, No. 6, per bdl., \$1.75 to \$1.80. Cut nails are quoted as follows, cash:—Hot Cut American or Canadian Patterns, 3 inch to 6 inch, \$2.70; 2½ in. to 2¾ in., \$2.95; 2 in. to 2½ in., \$3.20; 1½ in. to 1¾ in., American, \$3.45; 1½ in., \$4.20; 1½ in. to 1¾ in. cold cut Canadian, \$3.20; 1½ in. ditto, \$3.70. Window glass is firm, and prices are—7½×8½, 7×9, 8×10, 10×12, and 10×14, \$2.00 to \$2.10; 10×16 and 14×20, \$2.20 to \$2.40, 18×24, 2.40 to \$2.50.

Wool.

PHILADELPHIA.

PRICES HARDENING—MANUFACTURERS UNWILLING TO CONCEDE, AND BUYING SPARINGLY—A SUPREME COURT DECISION REDUCES THE DUTY ON KNITTED GOODS—BELIEVED THAT CONGRESS WILL SOON MAKE THE LAW TO READ CLEARLY FOR THE HIGHER DUTY—WOOL GROWERS STANDING OUT FOR ADVANCED PRICES FOR THE NEW CLIP.

(From Our Own Correspondent.)

PHILADELPHIA, June 5, 1882.

A stronger feeling pervades the wool markets, both at home and abroad. In American seaboard markets supplies of old wool have been closely sold up, and the few lots now available to buyers are held as a general thing at an advance on the rates current during the early part of last month. Manufacturers meet the hardening tendency of prices with evident reluctance, and buy as sparingly as possible. They are not satisfied with the course of the goods market. The slow consumptive trade of a backward spring has left some surplus in clothiers' and jobbers' hands, and the outlook for the near future is darkened somewhat by the labor troubles and fears that the great lock-out among the iron and other workers will enforce greater economy among the masses. It is believed in some quarters that the reduction of 50c. per lb. in the tariff on knit goods, confirmed by the recent decision of the Supreme Court, will cause some curtailment of production among the fine hosiery and knit woollen mills, whose products must now compete with imported goods on a lower basis than heretofore. The industry is not likely to be seriously crippled, however, and efforts will be promptly made to remedy this defect in the law, by early Congressional action. Very little new wool is coming forward, and negotiations in the interior are hampered by the extreme views of sellers. Fine wool shearing is about to commence in the Northern and Western States, and all indications point to higher opening prices than last year. Growers are everywhere confident and independent. In New York, Boston and Philadelphia quotations are 42c. to 44c. for fine up to 45c. to 48c. for medium washed clothing, and from 45c. to 48c. for ½ and above, and fine combing and delaine, up to 48c. to 50c. for medium. Canada combing rarely exceeds 40c.

MONTREAL.

A DULL MARKET—LOWER PRICES ACCEPTED—THE AMERICAN DEMAND A DISAPPOINTMENT—FARMERS HOLDING BACK THE NEW CLIP FOR HIGHER PRICES—MANUFACTURERS BUYING FOR IMMEDIATE WANTS ONLY—QUOTATIONS.

(From Our Own Correspondent.)

MONTREAL, June 7th, 1882.

The wool market is exceedingly dull, and lower prices than hitherto quoted have been accepted, and we can now report the sale of a lot of unassorted Canada pulled at the low price of 22c., which fully bears out our former remarks. Even at the reduced cost no life seems to be infused into business, as the American demand so far this season has been quite a disappointment. Very little of the new Clip has as yet been marketed, as many farmers refuse to accept present low prices. The New York and Boston market fail to give any encouragement to ship Canadian wools from here, and we have not heard of any further shipments following the lot we referred to in our previous report. Foreign wools are also very dull, as manufacturers refuse to anticipate their future requirements, and go on the market only for the pressing needs of the moment. A lot of Greasy Cape has just been received in port, but it meets with poor inquiry, and prices nominally range from 18c. to 20c., although it is doubtful if the outside figure could be had for a round lot. Australian is quiet, a few small lots having changed hands at 23½c. to 24c. for common, and at 28c. to 30c. for fine combing. In Canada wools it is difficult to give correct values in the present unsatisfactory state of the market. Nominally, however, A Super is quoted at 28c. to 30c., and B Super 26c. @ 27c.

Cotton.

PHILADELPHIA.

VARYING PROSPECTS OF THE WEATHER AND THE COTTON CROP—SLACK DEMAND—MILLS ON HALF-TIME ON COARSE GOODS, ON FINE GOODS BUSY, WITH BRISK DEMAND—QUOTATIONS.

(From Our Own Correspondent.)

PHILADELPHIA, June 3, 1882.

For the week following last report the general cotton trade was dull and uninteresting, with only moderate fluctuations in values, netting no important gain to either side of the market. On Monday and Tuesday of last week business was generally suspended in observance of Decoration Day. After the holidays the speculation market opened in a dull and depressed condition, owing to the more unfavorable reports received in the interval concerning the growing crop, and values sharply declined. The recurrence of wet weather in the South caused a reaction on Thursday, and good weather sent the market down 6 @ 8 points again on Friday. In this way the speculative position has been alternately weak and strong, without decided impulse in either direction, and not much disposition to trade. There has been some revival of demand for export, but no general activity. The consumptive demand is slow and unsatisfactory. Manufacturers are running half-time on all coarse stuffs, but are generally busy on fine goods, for which demand is well sustained. From best information thus far at hand, it is probable that the growing crop has been considerably injured by unfavorable weather, but the plant is in a fair way to regain its vigor, should the elemental influences prove exceptionally propitious from this time forward. At the moment the bears appear to have the upper hand in the markets, but are generally inclined to caution. The total visible supply is 2,470,658 bales, against 2,645,420 bales last year. The number of bales marketed for the crop year to date is 1,070,538 bales less than for the same time last year. Liverpool stocks are 1,082,000, against 902,000 bales at this date in 1881. Closing prices for spot cotton compare as follows:—

	Middlings.	Low Middlings.	Middlings.	Low Middlings.
	May 20th.		June 3rd.	
New York	12½	11 15-16	12 1-16	11½
New Orleans	12	11½	12	11½
Mobile	11½	11½	11½	11½
Charleston	12	11½	11½ @ 12	11½
Savannah	11½	11½	11½	11½
Galveston	11½	11½	11½	11½
Wilmington	holiday	—	11½	11 8-16
Norfolk	11½	—	11½	—
Augusta	11½	11½ @ 11½	11½	11½
Memphis	11½	11½	11½	11½
St. Louis	11½	11½	11½	11½
Cincinnati	11½	11½	11½	11½
Baltimore	12½	11½	12 1-16	11 9-16
Philadelphia	12½	12	12½	12
Boston	12½	12½	12½	12
Liverpool	6 9-16d	—	6½d	—

Leather, Hides, and Skins.

MONTREAL.

THE MARKET RETROGRADING, AND NOW ALMOST DEMORALIZED — UNUSUAL DULLNESS—CURRENT SALES—HIDES STEADY—ALLEGED SCARCITY OF HIDES, FROM THE FALLING OFF IN NUMBER OF BEEF CATTLE BROUGHT TO MARKET—QUOTATIONS.

(From Our Own Correspondent.)

MONTREAL, June 7th, 1882.

The quiet tone of the leather market, noticed in our previous report, has retrograded to a state which borders upon demoralization. We have visited the most prominent houses in this city, and they do not attempt to conceal the unusual dullness which has set in. There is, however, one exception to the rule, in choice, plump Spanish sole, which, owing to scarcity, maintains its former value, and meets with good inquiry at 25c. to 2 1/2c., and sales within that range have been made recently, of fully 2,000 sides. The supply of slaughter sole has expanded sufficiently of late to place it on the dull list, and consumers of such stock find no difficulty in purchasing upon easier terms. China sole is easier, and sales have been made within the past few days at a fractional shading of quotations, a few moderate-sized sales being reported at 22c. The market in black leather shows the greatest depression, prices all round ruling in buyers' favor. A few sales have been made of light and heavy waxed upper on pt., but known to be at a shading of former prices. Splits are very quiet, the only sale reported being a lot of 7 tons at 20c., smaller lots selling at 22c. to 23c. There has been a little doing in buff and pebbled, at about our former quotations.

Green butchers' hides are steady at \$8, \$7, and \$6 per 100 lbs. for Nos. 1, 2 and 3; some dealers claiming that owing to the great scarcity of cattle, and the prospective curtailment of supplies, prices should be quoted 25c. to 50c. per 100 lbs. higher. If, however, a few lots have been purchased at that advance, it has not yet become generally established. Western hides are steady, the sale of No. 1 buff being reported at 9 1/2c. Tanners have paid \$9.50 to-day for No. 1 cured. Calf skins are steady at 14c.; sheepskins at \$1.25 to \$1.75, as to size, and lambskins have advanced 5c. @ 10c. to 35c. @ 40c. each; clips are quoted at 25c. @ 30c. We quote prices as follows: No. 1 Hemlock Spanish Sole, 25c. to 26c.; No. 2 ditto, 22c. to 23 1/2c.; Buffalo sole, No. 1, 21 1/2c. to 22 1/2c.; No. 2 ditto, 20c. to 21c.; Hemlock Slaughter, 26c. to 28c.; Harness, 28c. to 31c.; Waxed Upper (light), 33c. to 37c.; Waxed Upper, medium and heavy, 29c. to 33c.; Grained Upper (long), 34c. to 37c.; Scotch Grained Upper, 37c. to 40c.; Buff, 13c. to 16c.; Pebbled Cow, 12c. to 15c.; Splits, calf, per lb., 30c. to 35c.; Splits, medium, C-imping, 27c. to 30c.; Splits, Juniors, \$0.18 to \$0.25; Calfskin (light), \$0.60 to \$0.75; Calfskin (heavy), \$0.75 to \$0.85; French Calfskin, \$1.05 to \$1.35; French Kid, \$15.75 to \$16.50; English Kid, \$0.60 to \$0.70; Busses Kid, \$15.50 to \$16.50; Patent Cow, \$0.15 to \$0.18; Enamelled Cow, \$0.14 to \$0.18; Green Hides, inspected, \$9.25; Calfskins, per lb., \$0.14 to \$0.00; Sheepskins, \$1.25 to \$1.75; Lambskins (spring), \$0.35 to \$0.40; Sheepskins, dressed, No. 1, \$5 to \$5.75; Sheepskins, dressed, X, \$6 to \$6.75; Sheepskins, dressed, XX, \$7 to \$7.75; Sheepskins, dressed, XXX, \$8 to \$8.75; Sheepskins, dressed, XXXX, \$9 to \$9.75; Sheepskins dressed, XXXXX, \$10 to \$10.50.

Dry Goods.

NEW YORK.

A QUIET MARKET GENERALLY—THE BACKWARD SEASON LEAVES RETAILERS OVERSTOCKED—COLLECTIONS GOOD AND FAILURES FEW—DISPOSITION TO CANCEL ORDERS—CURRENT QUOTATIONS.

(From Our Own Correspondent.)

NEW YORK, June 5, 1882.

The Dry Goods market has undergone little change in condition during the past two weeks, and still remains in a state of comparative quiet. Some interruption was caused by the Decoration Day holidays of last week, while business has shown more or less irregularity, as is frequently the case at this season. The jobbing movement has also been light, and though there are a fair number of buyers present, yet there is little or no anticipation of future wants. At present every action regarding the future is waiting or being governed by the probabilities concerning the

crops, which, fortunately for all classes of business, are promising well, and will soon be out of danger. In the retail branches, trade is showing more activity; but the effects of a late trade are easily seen, and retailers generally are carrying large stocks of goods, though this is hardly the case with commission houses and jobbers. Collections are good, and very few failures are being reported, while there is a hopeful feeling among the trade which will more than likely be gratified should no disaster befall the growing crops.

Cotton goods are unchanged. As a rule, the demand is strictly in accord with actual necessities, but there are indications of a more active demand at hand, as many of the large interior jobbers are likely to take advantage of their present low freight contracts, which expire July 1st. The export demand continues good, and several makes of sheetings and drills are under control of orders until next August. Fair deliveries of brown cottons are being made, and stocks being very well in hand, prices rule steady. Bleached cottons were inquired after a little more liberally, and a few outside makes were distributed more freely by means of small concessions in prices, but the best goods are generally steady and in small supply. In printing cloths there has been only a moderate business, and quotations have been further reduced, now ruling at 3 18-16c. for 64s., and 3 1/2 for 56x60s. Prints remain quiet, except that "off styles" are being disposed of at lower prices. Machines are being started upon dark work, but no new styles of dark prints will be openly shown for some time to come. There has been a second break in gingham, the best dress styles selling at 9c. and 10c. per yard. The decline, however, only caused a temporary increase in demand, and these fabrics are again very quiet. Dress goods rule quiet, aside from considerable closing out sales of medium grade fabrics. Fancy hosiery received some attention, and fair orders were placed for scarlet and knit underwear.

The movement in woollen goods has been of a strictly moderate character, and in some departments much dullness prevails. The clothing trade is also sluggish, and frequent complaints are heard of "returning" on the part of smaller and unprincipled dealers. There is also an unpleasant number of attempts at cancellation being experienced by the manufacturers themselves, but such unmercantile proceedings are checked as much as possible. In detail there is little new. There is a moderate distribution in progress of fancy cassimeres, chevots and overcoatings, on previous account, but duplicate orders are few and small. Cloakings are quiet, as are satinets and Kentucky jeans, the improvement in the latter not having been maintained. Flannels are beginning to receive some attention, but the season has not fairly opened.

Quietness has also been the rule in foreign goods. The effects of the over-importations have not, however, yet been fully felt; but the more conservative merchants, in making their preparations for next season's trade, will follow a very cautious policy, as many see that, with so large an increase of home production as has taken place, such heavy imports are likely to prove detrimental. Silks are moving fairly for the season, and stocks are in fair shape. Dress goods are lower, in ample supply, and move very slowly, aside from the most staple fabrics. Other descriptions of imported fabrics show the quiet usual at this season.

SPECIAL NOTICE.

Amongst the many Institutions we have for the insurance of life and property there is none more necessary than one which will aid business men in preventing them from making losses, by the timely reports they can obtain through a reliable mercantile agency. Manufacturers often get orders and contracts amounting to large sums for machinery, when if they had a knowledge of the actual present financial standing of the parties they would not lose even the time occupied in making estimates, etc. Institutions of this kind are therefore a necessity in our business relations, and it is gratifying to know that a reliable Canadian institution has been established in the Dominion, having connections throughout the world. We refer to the Canadian Reporting and Collecting Association, having its head office in Toronto. This Association has steadily worked itself into deserved popularity by its peculiar system of special reporting, and its success in collections. It numbers amongst its members the leading manufacturers of the Dominion, and those requiring reports furnished or collections made, who have not yet tested the advantages of the Company, should communicate with the Manager at Toronto, who will give them every information.

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MOST USEFUL INVENTION OF THE AGE.

SALISBURY'S AUTOMATIC FEED-WATER ATTACHMENT and LOW-WATER ALARM WHISTLE: Combined, for all descriptions of Boilers.

Prevents explosions. Economises fuel and labor. Preserves the Boiler.

Strongly recommended for general adoption by eminent Engineers of the United States and Canada.

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The quality of our Goods is unsurpassed.

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For COTTON (CHAIN) WARPS.

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With clamp chain for Lawns, Gingham, &c.

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MILL SUPPLIES.**

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**Junction of Craig and St. Antoine Sts.,
WEST END, MONTREAL.**

P. O. Box 996.



WELLAND CANAL.

NOTICE TO CONTRACTORS.

SEALED TENDERS, addressed to the undersigned, and endorsed, "Tender for the WELLAND CANAL," will be received at this office until the arrival of the eastern and western mails on TUESDAY, the 11th day of JULY next, for certain alterations to be made to, and the lengthening of Lock No. 7 on the line of the old Welland Canal.

A map of the locality, together with plan and specifications of the works to be done, can be seen at this office, and at the Resident Engineer's office, Thorold, on and after TUESDAY, the 27th day of June next, where printed forms of tender can be obtained.

Contractors are requested to bear in mind that an accepted bank cheque for the sum of \$1,500 must accompany each tender, which sum shall be forfeited if the party tendering declines to enter into contract for the execution of the work at the rates and prices submitted, and subject to the conditions and terms stated in the specifications.

The cheques thus sent in will be returned to the respective parties whose tenders are not accepted.

This Department does not, however, bind itself to accept the lowest of any tender.

By order,

F. BRAUN,
Secretary.

Dept. of Railways and Canals,
Ottawa, 22nd May, 1882.

THE CANADIAN

**REPORTING &
COLLECTING
ASSOCIATION.**

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FACTORY & WAREHOUSES, cor. Wellesley & Ontario Sts.

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Wholesale and Retail dealers in

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SCOTCH FINGERING,

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AND

KNITTING YARNS.



TRENT NAVIGATION.

Fenelon Falls, Buckhorn Rapids, and
Burleigh Canals.

NOTICE TO CONTRACTORS.

SEALED TENDERS addressed to the undersigned and endorsed "Tender for Trent Navigation," will be received at this office until the arrival of the Eastern and Western Mails, on **WEDNESDAY**, the 5th day of **JULY** next, for the construction of two Lift Locks, Bridge Piers, and other works at Fenelon Falls; also, the construction of a Lock at Buckhorn Rapids, and for the construction of three Locks, a Dam, and Bridge Piers at Burleigh Falls.

The works at each of these places will be let separately. Maps of the respective localities, together with plans and specifications of the works, can be seen at this office on and after **WEDNESDAY**, the 21st day of June next, where printed forms of Tender can be obtained. A like class of information relative to the works at Fenelon Falls will be furnished at that place, and for those at Buckhorn and Burleigh, information may be obtained at the resident Engineer's office, Peterborough.

Contractors are requested to bear in mind that Tenders for the different works must be accompanied by an accepted bank cheque, as follows:—

- For the Fenelon Falls work \$1,000
- Do. Buckhorn Rapids work \$500
- Do. Burleigh Falls work \$1,500

And that these respective amounts shall be forfeited if the party tendering declines entering into contract for the works at the rates and prices submitted, subject to the conditions and terms stated in the specifications.

The cheques thus sent in will be returned to the different parties whose tenders are not accepted. This department does not, however, bind itself to accept the lowest or any tender.

By order,
F. BRAUN,
Secretary.

Dept. of Railways and Canals,
Ottawa, 22nd May, 1882.

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BEARDER.

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

Descriptive Circulars furnished on application.

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Will find it advantageous to use this route, as it is the quickest in point of time, and the rates are as low as by any other. Through freight is forwarded by

FAST SPECIAL TRAINS,

and the experience of the last two years has proved the Intercolonial route to be the quickest for European freight to and from all points in Canada and the Western States. Through express trains run as follows:—

GOING EAST.		GOING WEST.	
Leave Toronto 7.35 a.m.		Leave Halifax 2.45 p.m.	
" Montreal 10.00 p.m.		" St. John, N.B., 7.25 p.m.	
" Quebec 8.10 a.m.		Arrive Quebec 8.20 p.m.	
next day.		next day.	
Arrive St. John, N.B., 7.30 a.m., day after.		" Montreal, 6.00 a.m., day after.	
" Halifax 12.40 p.m., day after.		" Toronto 11.15 p.m., day after.	

The Pullman cars which leave Montreal on Monday, Wednesday, and Friday run through to Halifax without change, and those which leave Montreal on Tuesday, Thursday, and Saturday, run through to St. John, N.B., without change.

All information about the route, and also about freight and passenger rates, will be given on application to

- R. ARNOLD**, Ticket Agent,
Cor. King and Yonge Streets, and 20 York St., Toronto.
 - R. B. MOODIE**,
Western Freight and Passenger Agent,
72 Yonge Street, Toronto.
 - GEORGE TAYLOR**,
General Freight Agent, Moncton, N.B.
 - A. S. BUSBY**,
General Passenger and Ticket Agent, Moncton, N.B.
 - D. POTTINGER**,
Chief Superintendent, Moncton, N.B.
- Railway Office, Moncton, N.B.



MURRAY CANAL

NOTICE TO CONTRACTORS.

SEALED TENDERS addressed to the undersigned and endorsed "Tender for the MURRAY CANAL," will be received at this office until the arrival of the eastern and western mails on **TUESDAY**, the 27th day of **JUNE** next, for the formation of a Canal to connect the head waters of the Bay of Quinte with Presqu'île Harbor, Lake Ontario.

A map of the locality, together with plans and specifications of the works, can be seen at this office and a Brighton, on and after **THURSDAY**, the 8th day of **JUNE** next, where printed forms of tender can be obtained.

Contractors are requested to bear in mind that an accepted bank cheque for the sum of \$3,000 must accompany each tender, which sum shall be forfeited if the party tendering declines to enter into contract for the execution of the works at the rates and prices submitted, subject to the conditions and on the terms stated in the specification.

The cheques thus sent in will be returned to the respective parties whose tenders are not accepted.

This Department does not, however, bind itself to accept the lowest or any tender.

By order,
F. BRAUN,
Secretary.

Dept. of Railways and Canals,
Ottawa, 22nd May, 1882.

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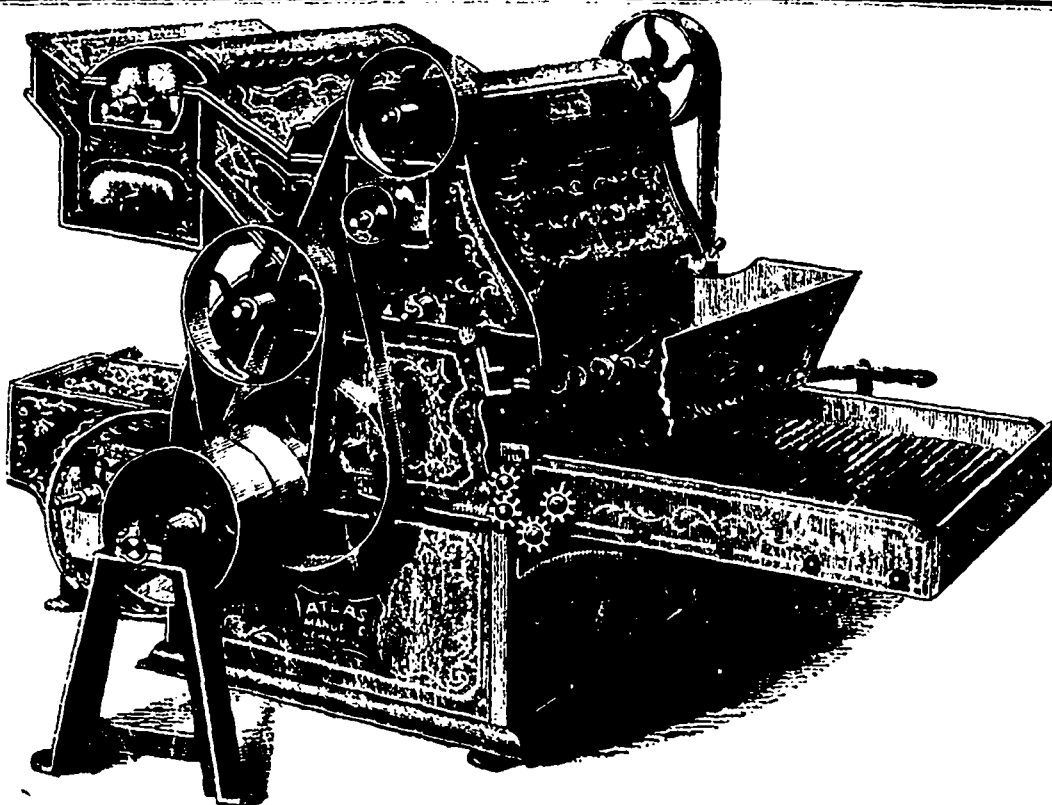
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PARKHURST'S PATENT DOUBLE CYLINDER BURRING PICKER,

For Picking, Burring, and Dusting all grades of Wool. Recent Improvements, including a beater attached to the spout for the purpose of more thoroughly mixing and cleaning the Wool without injury to the staple, make it superior to any other machine now in use.

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TORONTO BRIDGE CO., Toronto.—Builders of Steel and Iron, Railway and Highway Bridges.

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JOHN MCARTHUR & SON, Montreal.—Offer at closest figures chemicals required by soap-boilers, oil refiners, paper-makers, and by manufacturers of woollens, cottons, leather, &c.

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M. WRIGHT, next Exchange Bank, Hamilton, Ont.—Sole agent in Canada for Ordway & McGwire, cotton factors, Nashville, Tenn.

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EMIL THOURET & CO., Montreal.—Agents for K. Oehler, Offenbach O. M., Germany.

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LYMAN BROTHERS & CO., Nos. 71 and 73 Front Street East, Toronto.—Dye Stuffs of all kinds for Woollen and Cotton Manufacturers; Warps, Shuttles, Bobbins, Card Clothing, etc., etc.

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PHENIX FILE CO.—Hand-made files and rasps. No machines in our factory.—Fenwick & Sclater, Agents, Montreal Anchor Brand.

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Hubs, Spokes and Bent Goods.

F. W. HORE & SON, Hamilton, Ont.—Manufacturers of hubs, spokes, rims, shafts, poles, sleigh and cutter stuff, etc.

Iron Works.

CANADA SCREW CO., Dundas.—Manufacturers of iron and brass screws, bolts and rivets.

COWAN & CO., Galt.—Manufacturers of every description of wood working machinery.

DOMINION BOLT CO., 139 Front St East, Toronto.—Manufacturers of every description of bolts, hot pressed nuts, railway spikes, bridge, boiler and iron rivets.

H. R. IVES & CO., Montreal.—Hardware manufacturers and foundries; iron railing and ornamental iron work a specialty.

HAMILTON BRIDGE & TOOL CO., Hamilton.—Iron railway and highway bridges and iron working machinery.

McKECHNIE & BERTRAM, Dundas.—Machine tools and wood working machinery.

MONTREAL MALLEABLE IRON WORKS, St. George Street, Montreal.—Manufacturers of malleable iron, steam, and gas fittings.

PILLOW, HERSEY & CO., Montreal.—Manufacturers of cut nails, horse shoes, railway and pressed spikes, tacks, brads, &c.

THE OSHAWA MALLEABLE IRON CO., Oshawa, Ont.—Manufacturers of malleable iron castings; also patent screw wrenches.

SMITH'S FALLS MALLEABLE IRON WORKS, Smith's Falls, Ont.—Manufacturers to order of agricultural, carriage, and other malleable iron castings.

Knife Works.

THE WHITMAN & BARNES MANUFACTURING CO., St. Catharines, Ont.—Manufacturers of mowing and reaping machine knives, sections, guard plates, cutting apparatus complete, spring keys and cutters, etc.

Knitting Mills.

S LENNARD & SONS, Dundas.—Manufacturers of plain and fancy hosiery.

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DOMINION BELT AND HOSE CO., Toronto.—Oak tanned belting, lace leather, etc.

Machine Brushes.

ULLEY'S BRUSH WORKS, 74 Bleury St., Montreal.—Machine brushes for cotton factories, flour mills, &c. Machine brushes of every description a specialty.

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JOHN MCARTHUR & SON, Montreal.—Afford best value in pure olive and lard oils, also in all other leading lines of vegetable, animal, and mineral oils for factory use. Invite special attention to their celebrated crown diamond "engine" and "machinery" oils.

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LINCOLN PAPER MILLS CO., Merriton, Ont.—Manufacturers of every variety of paper, paper bags and flour sacks.

WM. BARBER & BROS., Georgetown.—Manufacturers of book and fine papers.

Saw Manufacturers.

R. H. SMITH & CO., St. Catharines.—Manufacturers of all kinds of saws, plastering trowels, straw knives, etc. Sole manufacturers for the Dominion of Canada of the celebrated "Simond's Saw."

SHURLY & DIETRICH, Galt, Ont.—Manufacturers of circular and cross-cut saws, plastering trowels, etc.

Scales.

C. WILSON & SON, 45 Esplanade Street East, Toronto.—Manufacturers of the Improved Wilson Scales. Designers to the Government. Received 29 first prizes, medal and Governor-General's grand diploma.

Silk Mills.

CORRIVEAU SILK MILLS CO., Montreal.—First manufacturers in Canada of black and colored dress silks, ribbons, handkerchiefs, &c.

Stereotypers, Engravers, &c.

F. DIVER & CO., Toronto.—Electrotypers and stereotypers. Designers and engravers on wood.

Wire Works.

B. GREENING & CO., Hamilton, Ont.—Manufacturers of wire ropes, cloth and general wire workers.

MAJOR & GIBB, 646 Craig St., Montreal.—Manufacturers and importers of wire cloth and wire goods and dealers in railway and mill supplies.

TIMOTHY GREENING & SONS, Dundas, Ont.—Manufacturers of the strongest description of steel wire cloth, malt kiln floors and general wire weavers.

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C. T. BRANDON & CO., Toronto.—Have special facilities and machinery for the manufacture of all kinds of wooden articles. Correspondence solicited.

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WINANS & CO., Toronto.—Dealers in wools and cotton warps.



NOTICE TO CONTRACTORS.

SEALED TENDERS, addressed to the undersigned and endorsed "Tender for Post Office, Hamilton, Ont.," will be received at this office until THURSDAY, the 6th day of July next, inclusively, for the erection of

POST OFFICE, &c.,

AT
HAMILTON, ONT.

Plans and specifications can be seen at the Department of Public Works, Ottawa, and at the Post Office, Hamilton, on and after Thursday, the 15th June.

Tenders must be made on the printed forms supplied. Each tender must be accompanied by an accepted bank cheque, made payable to the order of the Honorable the Minister of Public Works, equal to five per cent. of the amount of the tender, which will be forfeited if the party decline to enter into a contract when called upon to do so, or if he fail to complete the work contracted for. If the tender be not accepted the cheque will be returned.

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

By order,
F. H. ENNIS,
Secretary.

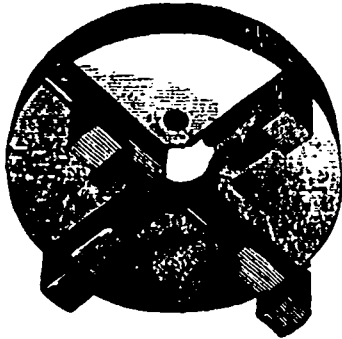
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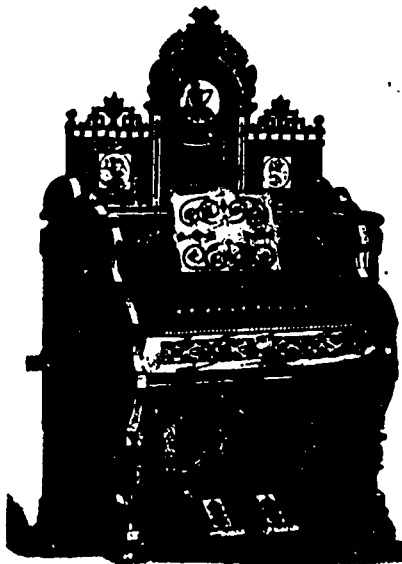
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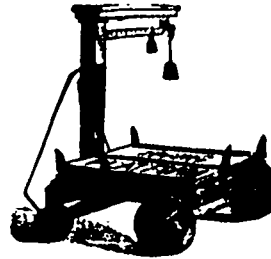
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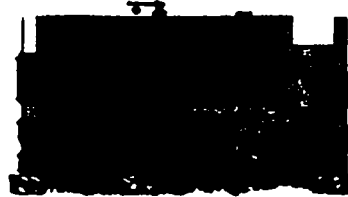
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