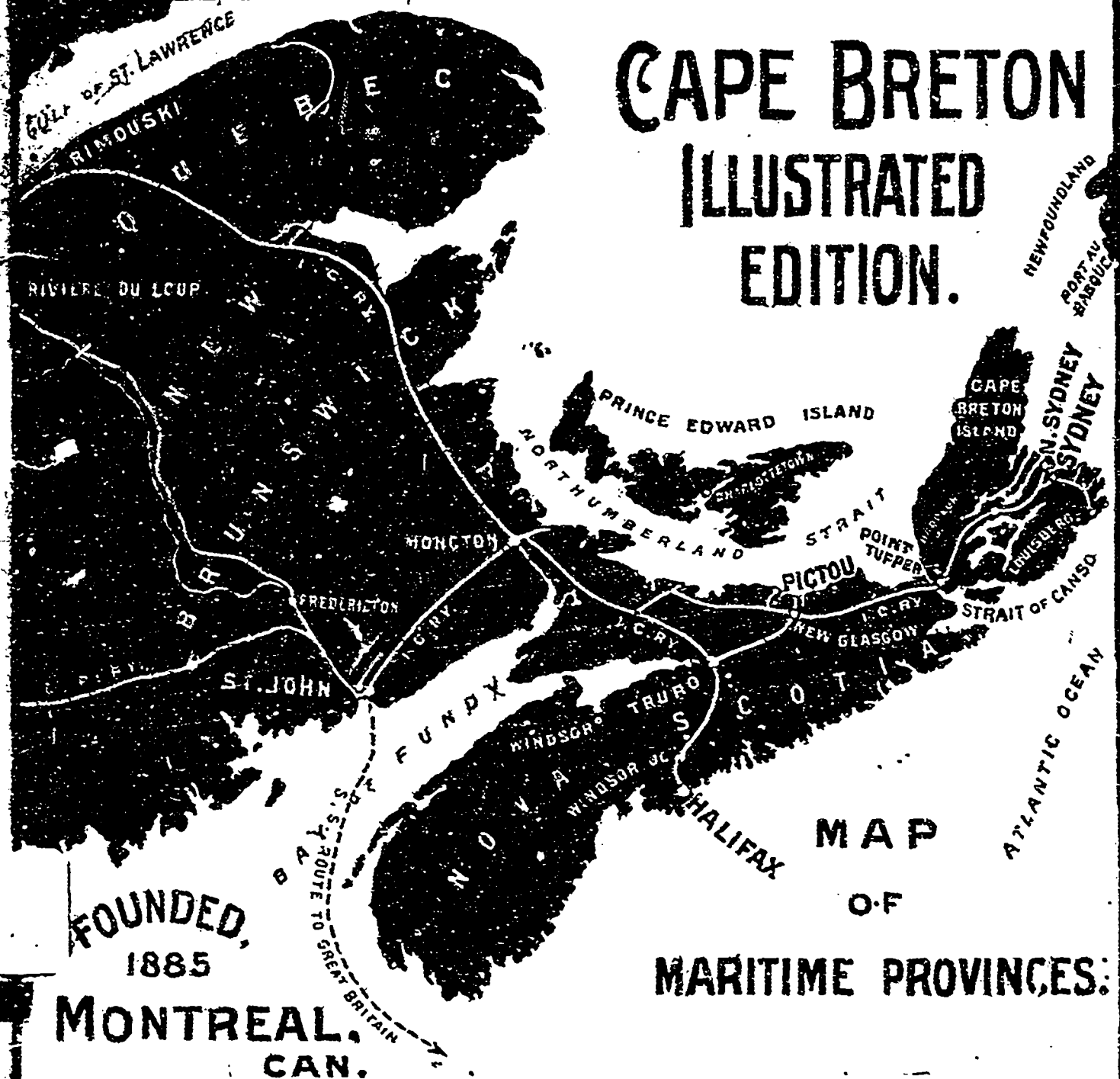


THE CANADIAN TRADE REVIEW

CAPE BRETON ILLUSTRATED EDITION.



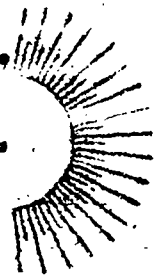
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1885
MONTREAL,
CAN.

MAP
OF
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Workman

d. Samples of

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ENTER,
MONTREAL, CANADA.
One of the clients mentioned
in THE CANADIAN TRADE REVIEW.

ABBOTT-JUN

EL COMPANY,

No.

NOVA SCOTIA BRANCH

MANUFACTURERS OF

Bar Iron and Steel,

BOLTS, Washers, Etc.

CANADA.

THE CANADIAN

TRADE REVIEW

FINANCE AND INSURANCE RECORD

DEVOTED TO THE MANUFACTURING INTERESTS OF THE DOMINION.

Vol. XXVIII. No. 24 MONTREAL, FRIDAY, APRIL 13, 1900

HENRY HARVEY & CO
Publishers and Proprietors.

Distinctive Qualities

North Star, Crescent, Pearl
Cotton Bats.

**PURITY, BRIGHTNESS,
LOFTINESS.**

No dead stock, oily threads, nor miserable
yellow fillings of short staple. Not even
in lowest grades Three grades, three
prices, and far the best at price.



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LONDON, S.W., ENGLAND.

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Close to all the Government and Colonial Offices.

Within a 1s cab fare of all the principal places
of amusement.

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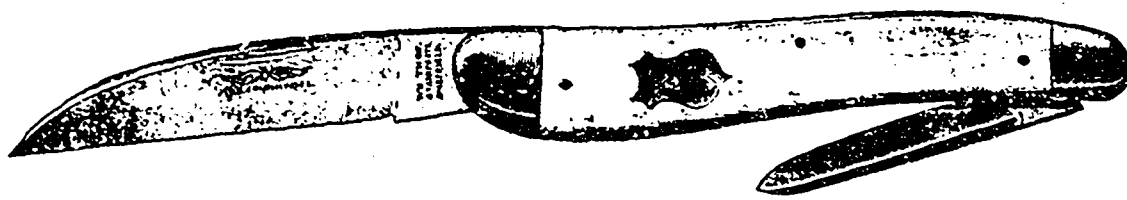
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Moderate Tariff and no Charge for Attendance.

Telegraphic Address—"Hostelry, London."
Telephone 3070 Westminster.

The Best **DEWAR'S** Is the Ever
Criterion of **WHISKY** Increasing
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The high Standard of Quality which first brought the whisky into prominence is rigidly maintained and every
bottle CORKED in Dewar's Distilleries is a guarantee that you get the "Best" in "Scotch."

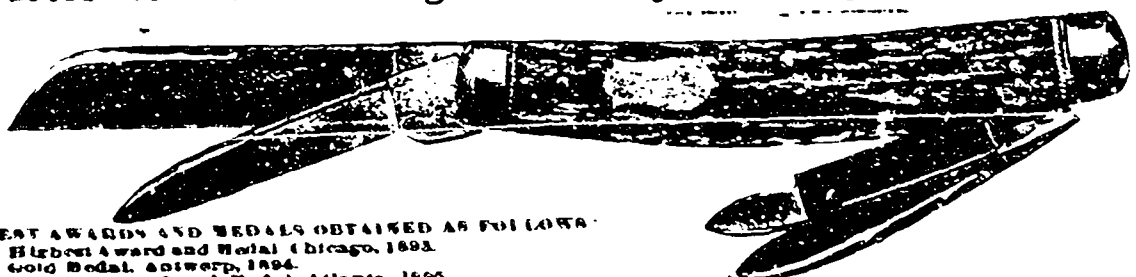


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1849.

W. T. STANIFORTH, 56 ARUNDEL LANE,
SHEFFIELD, - ENGLAND.



Manufacturers of the Best English Cutlery of Every Description.



THE HIGHEST AWARDS AND MEDALS OBTAINED AS FOLLOWS:
Highest Award and Medal, Chicago, 1893.
Gold Medal, Antwerp, 1894.
Highest Award and Medal, Atlanta, 1895.
Highest Award and Medal, Brussels, 1897.
Highest Award and Gold Medal, Ville de Dijon, 1898.

PANK OF MONTREAL.

ESTABLISHED IN 1817.
 INCORPORATED BY ACT OF PARLIAMENT.
 Capital (all paid up).....\$12,000,000.00
 Reserve Fund..... 6,000,000.00
 Undivided Profits..... 1,167,954.19

HEAD OFFICE, MONTREAL.

BOARD OF DIRECTORS:
 Rt. Hon. LORD MATHATHONA AND MOUNT ROYAL, G.C.M.G., President.
 Hon G. A. DRUMMOND.....Vice-President.
 A. T. Patterson, Esq. Sir William O. Macdonald, Edward B. Greenhalgh, Esq. R. B. Angus, Esq. James Ross, Esq. A. F. Gault, Esq.
 R. G. Reid, Esq.
 E. S. CLOUSTON, General Manager.
 A. MACDUFF, Chief Inspector, and Superintendent of Branches.
 W. S. Clouston, Inspector of Branch Returns.
 F. W. Taylor, Assistant Inspector.
 James Aird, Secretary.

BRANCHES IN CANADA.

MONTREAL, H. V. Meredith, Manager.
 Prov. of Ontario:
 Almonte Belleville Brantford Brockville Chatham Cornwall Deseronto Fort William Goderich Guelph Hamilton Kingston Lindsay London Ottawa Perth Peterboro
 Ploton Sarnia Stratford St. Marys Toronto " Yonge St. Br Wallaseburg Prov. of Quebec Montreal West End Br. Reig's St. Br. Pt. St. Charles Quebec Lower Provinces Chatham, N.B. Fredericton, N.B. Moncton St. John Amherst, N.S. Halifax, N.S.
 Sydney, N.S. Prov. of Manitoba & Northwest Territories Winnipeg, Man. Calgary Alberta Lethbridge Alta Regina, Assiniboia. Prov. of British Columbia Greenwood Nelson New Denver New Westminster, B.C. Rossland Vancouver Vernon Victoria

IN NEWFOUNDLAND.

St. John's Nfld.—Bank of Montreal.
 IN GREAT BRITAIN.
 London, Bank of Montreal, 21 Abchurch Lane, E.C.
 ALEXANDER LANG, Manager.

IN THE UNITED STATES.
 New York—R. Y. Hobden and J. M. Great. Agents, 59 Wall Street.
 Chicago—Bank of Montreal, W. Munro, Manager.

BANKERS IN GREAT BRITAIN.
 London—The Bank of England, The Union Bank of London, The London and Westminster Bank, The National Provincial Bank of Eng.
 Liverpool—The Bank of Liverpool, Ltd.
 Scotland—The British Linen Company Bank and Branches.

BANKERS IN THE UNITED STATES.
 New York—The National City Bank, The Bank of New York, N.B.A.
 Boston—The Merchants' National Bank, J. B. Moore & Co.
 Buffalo—The Marine Bank, Buffalo.
 San Francisco—The First National Bank, The Bank of British Columbia.
 Portland, Oregon—The Bank of British Columbia.
 Montreal, 7th March, 1890.

BANQUE D'HOCHELAGA.

HEAD OFFICE, MONTREAL.
 Capital subscribed.....\$1,250,000
 Capital paid up..... 1,250,000
 Reserve fund..... 565,000

F. K. ST. CHARLES, President.
 E. BLOZARD, M.P.P., Vice-President.
 Chas. Chaput, Hon. J. D. Rolland, J. A. Vaillancourt.
 K. J. A. PRENDERGAST.....Manager
 O. A. Giroux, Assistant Manager.
 O. E. Dorais, Inspector.

SAVINGS DEPARTMENT at head office and branches.
 City Branches—133 St. Catherine Street and 224 Notre Dame Street, 176 St. Catherine St.

BRANCHES:
 Three Rivers, Joliette, Sorel, Valleyfield, Sherbrooke, P.Q., Vankleek Hill, Winnipeg, Man., Louisville, P.Q., Quebec, P.Q.

CORRESPONDENTS:
 The Clydesdale Bank (Limited), London, Eng. Paris, France—Crédit Lyonnais, Comptoir National d'Escompte de Paris, Crédit Industriel et Commercial, Société Générale. Berlin, Germany—Deutsche Bank. Bruxelles, Belgium—Crédit Lyonnais. Vienna, Austria, Banque Impériale Royale des Pays Autrichiens. New York—Importers' and Traders' National Bank. Messrs. Ledenburg, Thalmann & Co., Messrs. Hildebach, Ickebauer & Co., The National Park Bank, National City Bank of New York, Boston—The Third National Bank, International Trust Co., National Bank of Redemption, Chicago—National Live Stock & Illinois Trust and Savings Bank.
 Collections made throughout Canada at the lowest rates. Letters of credit issued available in all parts of the world. Interest deposits allowed in Savings Bank Department.

Union Bank of Canada

Capital Paid up..... 2,000,000
 Reserve Fund..... 450,000

HEAD OFFICE: QUEBEC.

BOARD OF DIRECTORS:
 ANDREW THOMSON, Esq., President.
 MR. JAMES KING, M.P.P., Vice-President.
 D. C. Thomson, Esq. E. Giroux, Esq., E. J. Hale, Esq., Hon. John Sherpley, Mr. Wm. Price.
 F. E. WEBB.....General Manager
 J. G. RILEY.....Inspector
 F. W. S. CRISP.....Assistant Inspector

BRANCHES

Alexandria, Ont. Minnedosa, Man.
 Kolaesvala, Man. Montreal, Que.
 Calgary, N.W.T. Moose Jaw, N. W. T.
 Carberry, Man. Moosomin, N. W. T.
 Carleton Place, Ont. Morden, Man.
 Carman, Man. Neepawa, Man.
 Crystal City, Man. Norwood Ont.
 Deloraine, Man. Pincher Creek, N.W.T.
 Glenboro, Man. Quebec, Que.
 Gresham, Man. (St. Lewis St.)
 Hamilton, Man. Regina, N.W.T.
 Hartney, Man. Shoelburne, Ont.
 Hastings, Ont. Smith's Falls, Ont.
 Holland Man. Souris, Man.
 Indian Head, N. W. T. Toronto Ont.
 Killarney, Man. Virton, Man.
 Lethbridge, N. W. T. Wawanesa, Man.
 Macleod, N. W. T. Warton, Ont.
 Manitou, Man. Winchester, Ont.
 Merrickville, Ont. Winnipeg, Man.
 Orléans, Man. Yorkton, N.W.T.

FOREIGN AGENTS:

LONDON, - - - - - Parr's Bank Limited.
 NEW YORK, - - - - - National Park Bank.
 BOSTON, - - - - - National Bank of the Republic.
 MINNEAPOLIS, - - - - - National Bank of Commerce.
 ST. PAUL, - - - - - St. Paul National Bank.
 GREAT FALLS, MONT., - - - - - First National Bank.
 CHICAGO, ILL., - - - - - Commercial National Bank.
 BUFFALO, N. Y., - - - - - The City National Bank.
 DETROIT, MICH., - - - - - First National Bank.

LA BANQUE NATIONALE

NOTICE.—On and after Tuesday, the 1st of May next, this Bank will pay to its shareholders a dividend of three per cent. upon its capital for the six months ending on the 30th April next.

The transfer book will be closed from the 16th to the 30th April next, both days inclusive.

The annual meeting of the shareholders will take place at the banking house, Lower Town, on Wednesday, the 16th May next, at three o'clock, p.m.

The powers of attorney to vote must, to be valid, be deposited at the bank five full days before that of the meeting, i.e., before three o'clock p.m. on Thursday the 10th May next.

By order of the Board of Directors.
 P. LAFRANÇE, Manager.
 Quebec, 20th March, 1890.

THE

PROVIDENT SAVINGS Life Assurance Society OF NEW YORK.

The Temple, Room 103, Montreal, SHOWS FOR 1899 AN INCREASE IN

New Business, Outstanding Insurance, Assets, Total Income, Reserve for Policyholders,

Insurance in force, over \$107,000,000
 Returned to Policyholders, over..... 17,000,000

Most desirable Forms of Policies issued at lowest rates consistent with safety.

Good positions and liberal contracts for agents.

THE MOLSONS BANK.

Incorporated by Act of Parliament, 1855.
 HEAD OFFICE: MONTREAL

Paid-up Capital, - \$2,000,000.00
 Reserve Fund, - \$1,625,000.00
 Reserve for Rebate on Current Discounts - 80,000.00
 Profit & Loss Account 15,000.00 \$1,700,000.00

BOARD OF DIRECTORS:

WM. MOLSON MACPHERSON, President.
 S. H. EWING, Vice-President.
 W. M. RAMPAY, Sam'l Finley.
 Henry Archibald, Jas. P. Oleghorn.
 H. Markland Molson.

F. WOLFFSTAN THOMAS, Gen. Manager.
 A. D. DUNFORD, Chief Inspector and Superintendent of Branches.
 W. H. DRAPEZ, Inspector.

H. LOCKWOOD, Assistant Inspectors.
 W. W. L. CHITMAN, Assistant Inspectors.

BRANCHES:

Alvinston Ont. Meaford, Ont. Sorel P.Q.
 Aymer, " Morrisburg, Ont. St. Thomas, Ont.
 Brockville, " Montreal, P.Q. Toronto, Ont.
 Calgary, " St. Catherine St. Toronto, Ont.
 Chesterville, " Branch - Trenton.
 Clinton, " Norwich, " Valleyfield, Que.
 Fraser, " Ottawa, " Vancouver, B.C.
 Fraserville, Q. Owen Sound, " Victoria.
 Hamilton, Ont. Port Arthur, Ont. Victoria, Q.
 Hensall, " Quebec P.Q. Waterloo, Ont.
 Kingsville, " Revelstoke, " Winnipeg, Man.
 Knowlton, Quo Station, B.O. Woodstock, Ont.
 London, Ont. Smiths Falls, O. Ridgeway, Ont.
 Simcoe, Ont.

AGENTS IN CANADA:

Brit. Columbia—Bank of British Columbia.
 Manitoba and North West—Imperial Bank of Canada.
 New Brunswick—Bank of New Brunswick.
 Newfoundland—Bank of Nova Scotia, St. John's.
 Nova Scotia—Halifax Banking Company and Bank of Yarmouth.
 Ontario—Canadian Bank of Commerce, Dominion Bank and Imperial Bank of Canada, Prince Edward Island—Merchants Bank of P.E.I., Summerside Bank.
 Quebec—Eastern Townships Bank.

IN EUROPE:

London—Parr's Bank, Limited, The Chaplin, Milne, Grenfell Co., Ltd.
 Liverpool—The Bank of Liverpool, Limited.
 Cork—Munster and Lein Bank, Limited.
 Paris, France—Société Générale, and Credit Lyonnais.
 Germany, Berlin—Deutsche Bank
 Germany, Hamburg—Hesse, Newman & Co.
 Antwerp, Belgium—La Banque d'Anvers.

UNITED STATES:

New York—Mechanics' National Bank; National City Bank; Hanover National Bank; The Morton Trust Co. Boston—State National Bank, Suffolk National Bank, Kidder, Peabody & Co. Portland—Casco National Bank. Chicago—First National Bank. Cleveland—Commercial National Bank. Detroit—State Savings Bank. Buffalo—The City National Bank. Philadelphia—Fourth Street National Bank. New Exchange National Bank. First National Bank. Philadelphia National Bank. Milwaukee—Wisconsin National Bank of Milwaukee. Minneapolis—First National Bank. Toledo—Second National Bank. Butte, Montana—First National Bank. San Francisco and Pacific Coast—Bank of British Columbia.
 Collections made in all parts of the Dominion and returns promptly remitted at the best rates of exchange.
 Commercial Letters of Credit and Travellers Circular letters issued available in all parts of the world.

GARAND, TERROUX & CIE,

Bankers and Brokers,

No. 3 Place d'Armes, Montreal.

Commercial Paper Bought, Drafts Drawn on all Parts of Europe and America, Drafts from Foreign Countries Cashed at Lowest Rates, Business Transacted by Co. responsabilité.

If you are thinking of enlarging your factory, mill, or mine, or of purchasing machinery or plant of any kind, send TRADE REVIEW a post card stating your needs. It enables you to buy in the cheapest market. See our "Contract Department."

ONTARIO BANK

Capital Paid up.....\$1,000,000.00
 Rest..... 110,000.00
 Profit and loss account..... 40,360.52

HEAD OFFICE, - TORONTO.

DIRECTORS

G. R. COCKBURN, Esq., President.
 DONALD MACKAY, Esq., Vice-President.
 A. S. Irving, Esq. Hon. J. O. Aikins.
 D. Ulyot, Esq. H. D. Perry, Esq.
 J. Hallam, Esq.

CHARLES MCGILL.....General Manager

BRANCHES

Alliston	Fort William	Newmarket
Aurora	Kingston	Ottawa
Bowlingville	Lindsay	Peterboro'
Buckingham, Q.	Montreal	Port Arthur
Cornwall	Mount Forest	Sudbury
		Tweed

Toronto, Scott and Wellington Streets,
 140 Queen Street West.
 " Yonge and Richmond Streets.

AGENTS

London, Eng.—Parr's Bank, Limited.
 France and Europe—Credit Lyonnais.
 New York—Fourth National Bank, and the
 Agents Bank of Montreal.
 Boston—Elliot National Bank.

HALIFAX BANKING Co.

Incorporated 1872

Capital Paid-up.....\$300,000
 Reserve Fund..... 100,000

HEAD OFFICE.....HALIFAX, N.S.

DIRECTORS:

ROBT UNIAKKE..... President.
 C. W. ANDERSON..... Vice-President.
 W. N. Wickwire, John MacNab,
 W. J. G. Thomson.

H. N. Wallace..... Cashier.
 A. Allan..... Inspector.

BRANCHES—Nova Scotia: Halifax, Annapolis,
 Antigonish, Barrington, Bridgewater, Canning,
 Lockport, Lunenburg, Middleton, New Glasgow,
 Parrsboro, Shelburne, Springhill, Truro,
 Windsor. New Brunswick: Sackville, St. John.
 CORRESPONDENTS—Ontario and Quebec—Molson
 National Bank and Branches, New York—Fourth
 National Bank, Boston—Bank of Montreal.
 London, England—Parr's Bank Limited.

ST. STEPHEN'S BANK.

Incorporated 1838

St. Stephen, N. B.

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

FRANK TODD, - President.
 J. F. GRANT, - Cashier.

AGENTS

London—Messrs. Glyn, Mills, Currie & Co
 New York—Bank of New York, N.B.A. Boston
 Globe National Bank, Montreal—Bank of
 Montreal, St. John, N.B.—Bank of Montreal.
 Drafts issued on any Branch of the Bank of
 Montreal.

LA BANQUE JACQUES CARTIER

1862—HEAD OFFICE, MONTREAL—1898.

Capital Paid up.....\$500,000
 Surplus..... 291,000

DIRECTORS:

HON. ALPH. DESJARDINS, President.
 A. R. HAMELIN, Esq., Vice-President.
 Mr. Dumont Lavolette, G. N. Ducharme, and
 L. J. O. Beauchemin.

MR. FANCREDE BIELVETU, General Manager.
 MR. ERNEST BRUNEL..... Assistant Manager.
 MR. O. S. POWELL..... Inspector.

BRANCHES:

Montreal, Pt. St. Charles, Quebec, St. John St.,
 Ontario St., St. Sauveur,
 " St. Catherine, Fraserville, P.Q.,
 " St. East Hill, P.Q.,
 " Ste. Ceneconde, Valleyfield, P.Q.,
 " St. Henri, Victoriaville, P.Q.,
 " St. Jean Baptiste, Ottawa, Ont.,
 Beauharnois, P.Q., Edmonton, Alberta.

Savings Department at Head Office & Branches.
 N.W.T.

FOREIGN AGENTS

PARIS—Credit Lyonnais—Comptoir National
 d'Escompte de Paris.
 LONDON, ENG.—Credit Lyonnais—Comptoir
 National d'Escompte de Paris—Glyn, Mills,
 Currie & Co.

NEW YORK.—The Bank of America—Chase
 National Bank—Banker National Bank—
 National Bank of the Republic—The National
 Park Bank—Western National Bank.
 BOSTON.—National Bank of the Common-
 wealth—National Bank of the Republic—Mer-
 chants National Bank.

CHICAGO.—Bank of Montreal.
 Letters of Credit for travellers issued
 payable in all parts of the world.
 Collections made in all parts of the Dominion.



Corner King & Victoria Streets,
TORONTO,

HON. GEO. A. COX, PRESIDENT.

4% Interest paid half-yearly on
 Debentures to run for One,
 Two or Three Years.

Executors and Trustees are
 authorized by law to in-
 vest in the Debentures of
 this Company.

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 Debenture
 & Pamphlet

F. W. BAILLIE, Secretary. E. R. WOOD, Managing Director.

**Municipal Debentures,
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Insurance Companies requiring Securi-
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 151 St. James Street,
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 Rooms 616 and 617, N.Y. Life Building,
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 TELEPHONE No. 623. **MONTREAL.**

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 INSTRUCTION**

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On Monday, Wednesday and Friday
 evenings will begin, Oct. 2nd. Short-
 hand, Typewriting, English, French,
 Business Arithmetic, Penmanship,
 Book-keeping and Office Practice,
 taught by nine experts. No class
 work. Call and examine our new
 methods of teaching old subjects, or
 telephone Main 2890 for a Prospectus.

J. D. DAVIS,
 42 Victoria Square.

ROBERTS & LEE,
 Manufacturers of
Needles & Fish Hooks.

DEPARTMENTS:

FISH HOOKS—Suitable for all Sea and
 River Purposes.

NEEDLES—Sewing, Packing and Sail.

SUNDRIES—Wire and other Smallwares,
 Fancy Needle Books and Cases.

REDDITON, ENGLAND

EASTERN TOWNSHIPS BANK.

Authorized Capital.....\$1,500,000
 Capital Paid in..... 1,500,000
 Reserve Fund..... 850,000

BOARD OF DIRECTORS.

R. W. HENNER, President.
 HON. M. H. COCHRANE, Vice-President
 Israel Wood, J. N. Galer, H. I. Brown, C. O.
 N. W. Thomas, J. S. Mitchell G. Stevens.
 O. E. Kathan.

HEAD OFFICE, - SHERBROOKE, QUE.

W. A. FARWELL, - General Manager.

BRANCHES—Waterloo, Cowansville, Stan-
 stead, Castleton, Richmond, Granby, Harting-
 don, Bedford, Magog, St. Hyacinthe, Orms-
 town, Grand Forks.

CORRESPONDENTS:—Bank of Montreal, Lon-
 don, Eng.—National Bank of Scotland, Boston
 —National Exchange Bank, New York—
 National Park Bank.

Collections made at all accessible points and
 promptly remitted for.

IMPERIAL BANK OF CANADA.

Capital authorized.....\$2,500,000
 Capital Paid-up..... 2,393,323
 Rest..... 1,555,660

DIRECTORS.

H. S. HOWLAND, President.
 T. R. MERRITT, Vice-Pres. St. Catharines,
 William Ramsay 1. Sutherland Stayner.
 Robert Jeffrey Elias Rogers,
 Wm. Hendrie.

HEAD OFFICE, TORONTO.

D. R. WILKIE, General Manager
 E. HAY, Inspector.

BRANCHES IN ONTARIO.

Essex,	Mississauga	St. Catharines,
Fergus,	Niagara Falls,	St. Thomas,
Galt,	Port Colborne,	Toronto,
Hamilton	Rat Portage,	Welland,
Ingersoll,	Sault Ste. Marie	Woodstock.

BRANCH IN QUEBEC—Montreal.

BRANCHES IN NORTH-WEST & BRITISH COLUMBIA

Brandon, Man.	Portage La Prairie, Man.
Calgary, Alta.	Regina, Sask.
Edmonton Alta.	Strathcona Alta.
Golden, B.C.	Vancouver, B.C.
Nelson B.C.	Winnipeg, Man.
Prince Albert, Sask.	

AGENTS.

London, Eng.—Lloyds Bank, Limited.
 New York—Bank of Montreal.
 " Bank of America.

**Western Loan & Trust Co.
 Limited,**

Incorporated by Special Act of the Legislature.

Office, Company's Building.

9 St. Sacrament Street, - MONTREAL.

DIRECTORS:

Hon. A. W. Ogilvie, W. H. Comstock, Esq., W.
 Barclay Stephens, Esq., R. Prefontaine, Esq.,
 M.P.; K. W. Knight, Esq.; John Hoodless, Esq.,
 J. N. Greenfields, Esq., C.O.; W. L. Hoag, Esq.

OFFICERS:

Hon. A. W. Ogilvie, President; R. Prefontaine,
 Esq., M.P., Vice-President; W. Barclay Ste-
 phens, Esq., Manager; J. W. Michaud, Esq., As-
 sistant Manager.

SOLICITORS:

Messrs. Greenfields & Greenfields

BANKERS:

The Imperial Bank of Canada.

This Company acts as assignee, adminis-
 trator, executor, trustee, receiver, com-
 mittee of lunatic, guardian, liquidator
 etc., also as agent for the above offices.

Debentures issued for three or five years, both
 debentures and interest on the same can be
 collected in any part of Canada without charge.
 For further particulars address the Manager



for Sugar, Starch, Cream of Tartar, Spices, etc.,
 issued by many of the leading bakers and con-
 fectioners in England, the United States and
 Canada.

Makes XXX and XXXX sugar without sifting
 or boiling. Send for Circular to

E. S. STEPHENSON & CO.,
 Engineers and Machinists, - ST. JOHN, N.B.

TO LIFE INSURANCE AGENTS.

If you find it difficult to do business for other Co.'s, give the Collateral Security Policies of

—The **GREAT WEST LIFE** Assurance Co.—
a trial

The 20-payment Life Policy of the Great West Life gives a higher guaranteed cash surrender value at a lower rate than the same policy issued by ANY other Co. and it is LIBERAL and MODERN in every feature.

GOOD DISTRICTS FOR GOOD MEN. Address—
Jas. McLaughlin, Manager, 18 Toronto Street, Toronto. Jas. Lyster, Manager, Mechanic Institute Bldg, Montreal.
Albert J. Ralston, Manager, St. John, N. B., or
J. H. BROCK, Managing Director, Winnipeg, Man.

The Mutual Life Insurance Co.
OF NEW YORK.

Richard A. McCurdy, President.

The Greatest of all the Companies.

Assets..... \$301,844,537.52
Insurance and annuities in force..... \$1,052,665,211

The Mutual Life Insurance Company issues every form of policy at the lowest rates commensurate with safety.

STANDARD LIFE ASSURANCE COMPANY

ESTABLISHED 1825.

Invested Funds..... \$43,000,000
Investments in Canada..... 13,500,000

Deposited with Canadian Government, \$2,150,000.

W. M. RAMSAY, Manager for Canada.
J. HUTTON BALFOUR, Superintendent.

MONTREAL, Nov. 22, 1893.

GUARDIAN

Fire and Life Assurance Company LIMITED.

Head Office for Canada
Guardian Assurance Building, 181 St. James St.,
MONTREAL.

Capital Subscribed, - - \$10,000,000
Funds in hand exceed - - \$22,500,000

TRUSTEES IN CANADA:
W. M. Ramsay, Esq., J. O. Gravel, Esq. Hon. Alph Desjardins.
R. Wilson-Smith, Esq. W. H. Beatty, Q.C.

E. P. HEATON, Manager. G. A. ROBERTS, Sub Manager

The Canada Accident Assurance Company,
HEAD OFFICE, - MONTREAL.

A CANADIAN COMPANY FOR CANADIAN BUSINESS.

ACCIDENT & PLATE GLASS.

Surplus 50 p.c. of Paid-up Capital

Above all liabilities including Capital Stock.

T. H. Hudson, Manager. R. Wilson Smith, President.

The Federal Life Assurance Company

Head Office, HAMILTON, CAN.

Capital and Assets, - - \$1,669,660.80
Surplus to Policyholders, - \$723,257.77
Paid Policyholders, 1899, - \$125,454.89

Most Desirable Policy Contracts.

JAS. H. BEATTY, President. DAVID DEXTER, Managing Director.
J. K. MCCUTCHEON, Supt. of Agencies. H. RUSSELL POPHAM, Provincial Manager.

WESTERN ASSURANCE COMPANY

FIRE AND MARINE.
INCORPORATED 1851.

Assets, over \$2,340,000 00
Income for year ending 31st Dec., 1898, over 2,290,000 00

Head Office, Toronto, Ont.
HON. GEO. A. COX, President.

J. J. KENNY, Vice-President & Man. Director.
C. C. FOSTER, Secretary.

J. H. BOUTH & SON, Managers Montreal Branch,
190 ST. JAMES STREET.

National Assurance Co
OF IRELAND.
INCORPORATED 1822

CAPITAL.....\$5,000,000.
FIRE RESERVE.....1,500,000.
FIRE INCOME.....1,000,000.

Head Office for Canada: - - - -
MATTHEW G. NIKSHAW, Branch Manager

Atlas Assurance Co.
OF LONDON, ENG.
FOUNDED 1833.

CAPITAL.....\$6,000,000.
FIRE RESERVE.....1,500,000.
FIRE INCOME.....1,000,000.

1735 Notre Dame Street, MONTREAL
Active Agents Wanted.

NEW YORK LIFE

INSURANCE COMPANY.

JOHN A. McCALL, - President.
Total Assets, ...\$215,944,811. Jan. 1st, 1899.

Increase in Insurance
in Force, 1898, - \$67,000,000

AN UNPARALLELED RECORD

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or R. HOPE ATKINSON, F.S.S.,
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Company's Building, - MONTREAL

THE ROYAL VICTORIA LIFE INSURANCE COMPANY OF CANADA.

Made the following increases in business in 1899
over 1898:

1. Increase in Cash Premiums
paid..... 144 per cent
 2. Increase in New Business
issued..... 142 per cent
 3. Increase in Business in force \$4 per cent
- Note DECREASE in amount
of Death Claims..... 200 per cent

All Life Insurance Companies IN CANADA COMBINED

Made the following increases in business in 1899
1898:

1. Increase in Cash Premiums
paid 7 per cent
 2. Increase in New Business
issued..... 12 1/2 per cent
 3. Increase in Business in force 7 per cent
- Note DECREASE in amount
of Death Claims..... 54 per cent
(The figures for 1897 are not yet published.)

Agents desiring to represent the Royal
Victoria Life Insurance Co., or parties
wishing information regarding Life Insur-
ance, will please communicate with
DAVID BURKE, General Man.,
HEAD OFFICE, MONTREAL.



THE ONTARIO MUTUAL LIFE ASSURANCE COMPANY,

New Business, 1899, - - - \$4,751,026

Insurance Gained, - - - 3,316,767

Being a Net Gain of - - - 69.81 P. C.

Total Insurance in Force Jany., 1900, \$26,945,442

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Montreal, P.Q.

THE

Imperial Life Assurance Company of Canada.

Head Office, Toronto, Canada.

President:—Hon. SIR OLIVER MOWAT, P.C., G.C.M.G.

6 Significant Increases. 2 Important Decreases in The Imperial's Record for 1899.

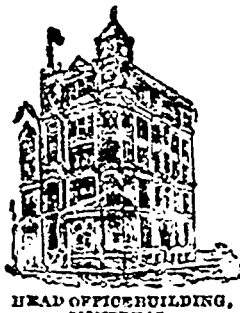
(1) Increase in Insurance in force.....	\$2,873,500 00 or 71	per cent
(2) Increase in New Insurance.....	232,100 00 or 7	"
(3) Increase in Assets.....	253,381 57 or 37	"
(4) Increase in Policy Reserves.....	260,351 00 or 144	"
(5) Increase in Total Income.....	163,411 87 or 90	"
(6) Increase in Premium Income.....	148,496 86 or 88	"
(7) Decrease in Expenses.....	5,000 00	
(8) Decrease in Death Losses.....	6,596 59	

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R. MACAULAY,
PRESIDENT.

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BRITISH AMERICA ASSURANCE COMPANY.

Head Office: - Toronto, Ont.

Cash Capital, - - - - \$750,000.00
Total Assets, over - - - - \$1,510,827.88

Losses Paid Since Organization - \$16,920,202.75

GEO. A. COX, PRESIDENT. J. J. KENNY, VICE-PRESIDENT.
P. H. SIMS, SECRETARY.

G. R. G. JOHNSON, Resident Agent.
Canada Life Building, MONTREAL.

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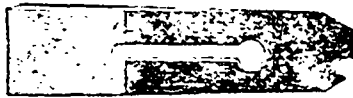
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ENGLAND.**



GEORGE R. TOWNEND & CO

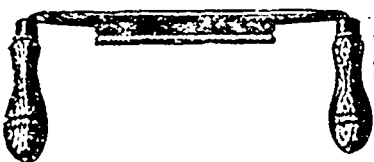


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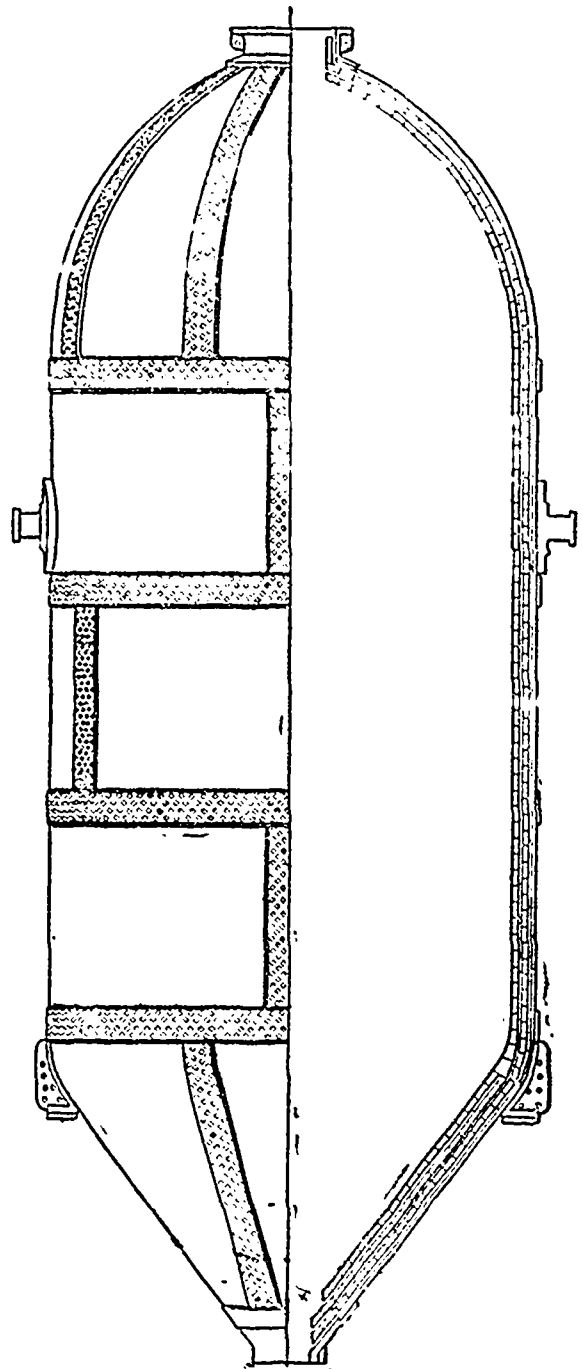
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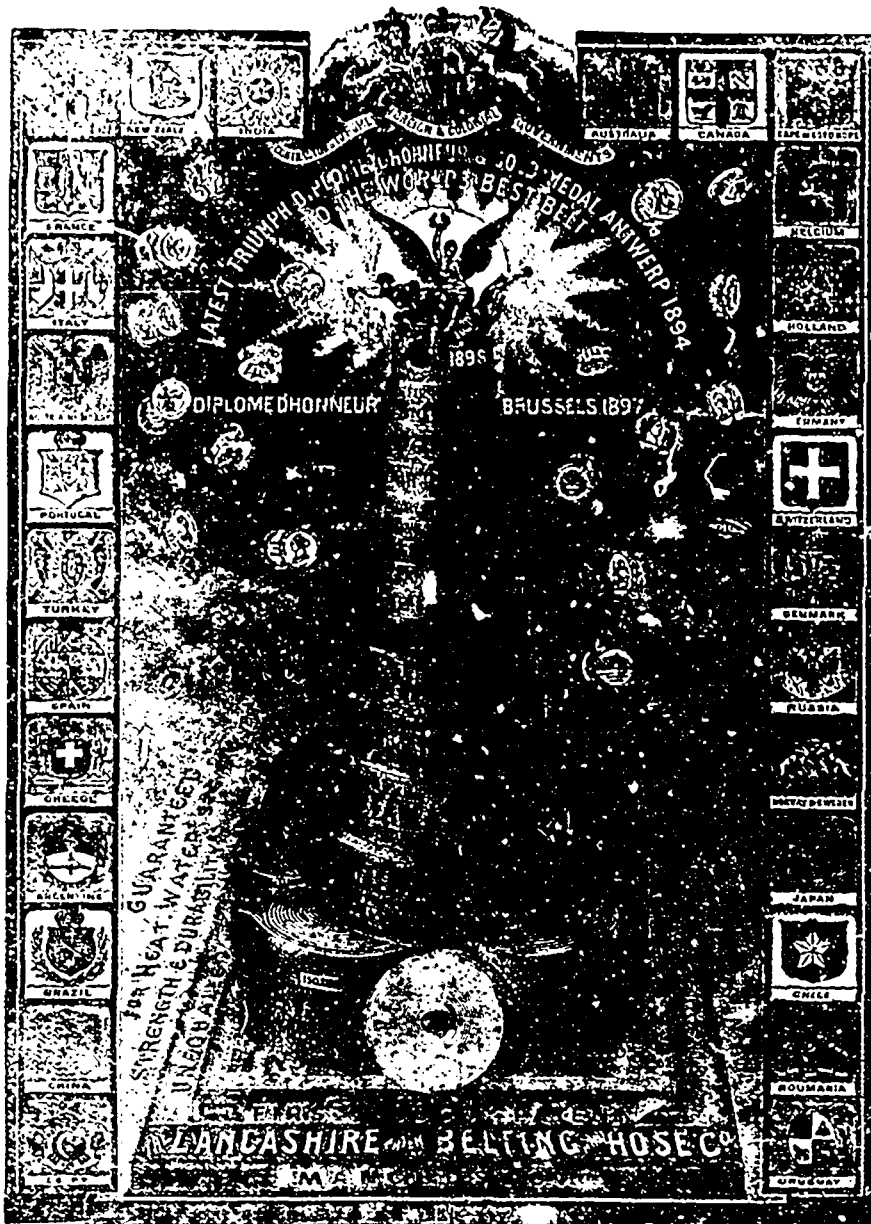
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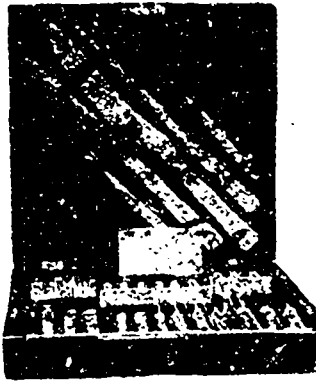
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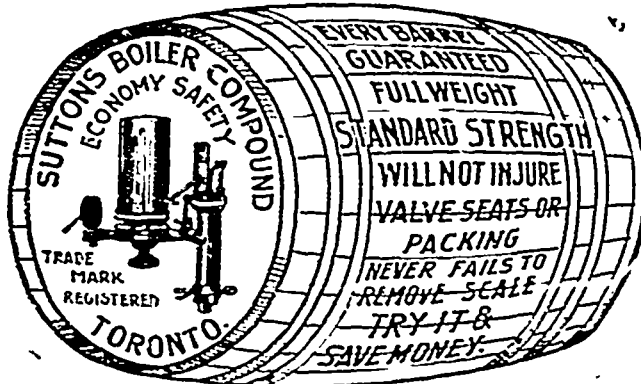
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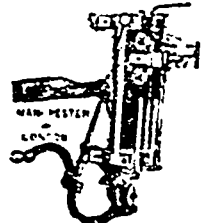
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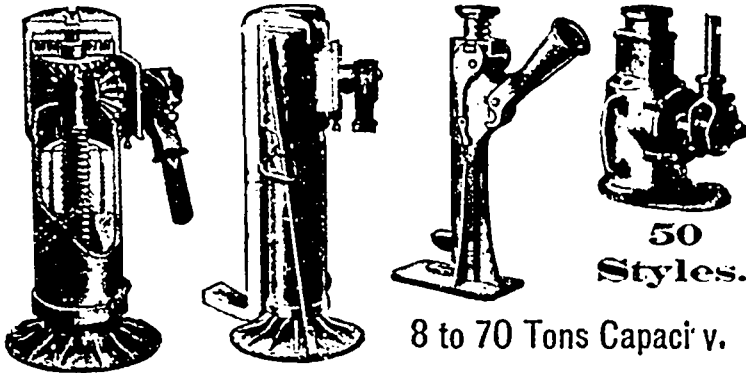
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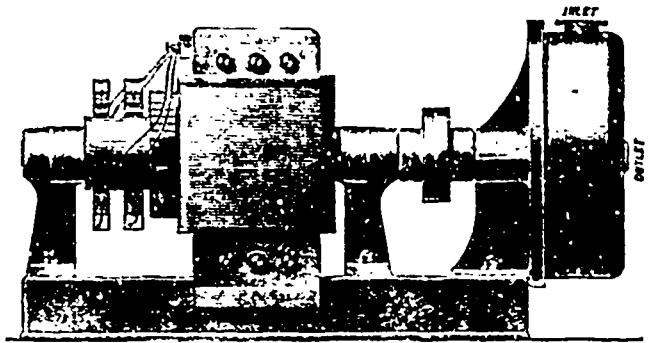
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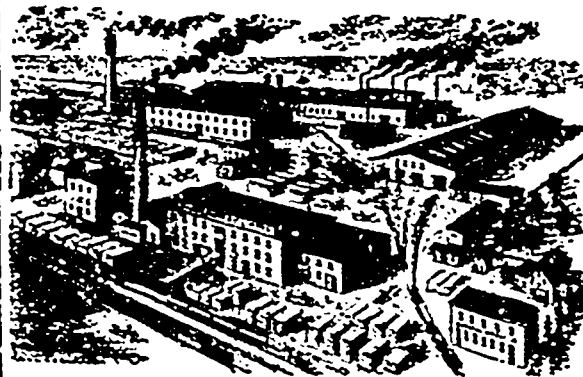
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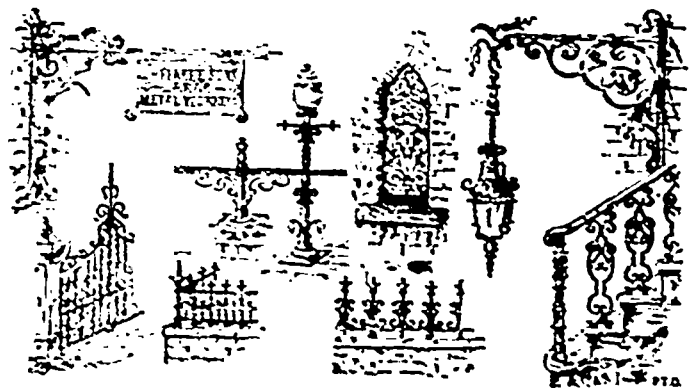
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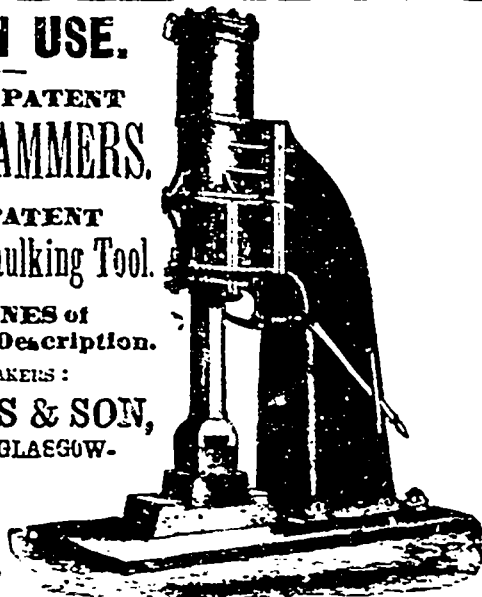
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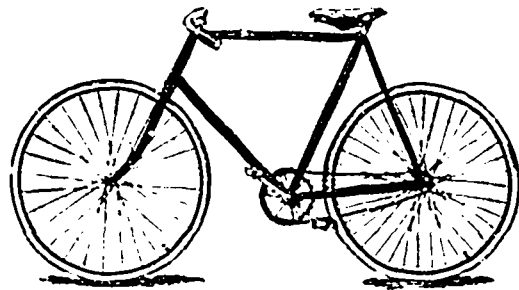
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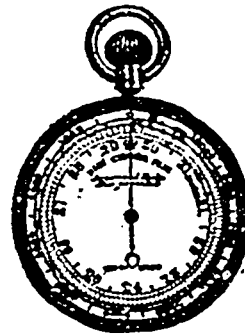
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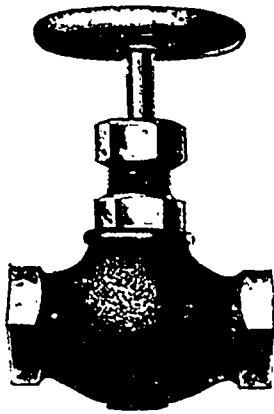
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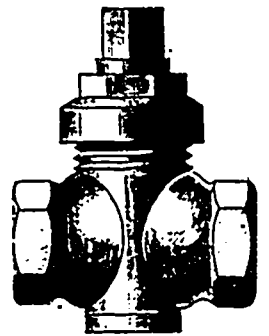


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PLACER MINING CLAIMS IN THE YUKON TERRITORY.

NOTICE is hereby given, that all of the placer mining claims, whole and fractional, the property of the Crown in the Yukon Territory, will be offered for sale at public auction at Dawson, by the Gold Commissioner, on the 2nd day of July, 1900.

Twenty per cent. of the purchase money shall be paid to the Gold Commissioner at Dawson on the day of sale, and the remainder within thirty days from that date.

There will be no restriction as to the number of claims which may be sold to any one person or Company holding a Free Miner's Certificate; but no hydraulic claims will be included in the sale.

So soon as the purchase money has been paid in full, entries for the claims will be granted in accordance with the provisions of the placer mining regulations then in force, with the exception of the provision as to the staking out of claims and the claims sold shall thereafter be subject to the placer mining regulations.

A survey of the claims sold will be made by the Department at as early a date as possible, and the claims shall include ground the Government Survey or may define by survey in accordance with such Regulations as may be made in that behalf and the decision of the Gold Commissioner shall in respect thereof be final and conclusive.

In case for any reason it is deemed impossible by the Gold Commissioner to give title and possession to any claim disposed of at such auction sale, the Gold Commissioner will refund the deposit paid at the time of sale, and no claim shall lie against the Crown in respect to failure to give title or possession.

A second auction sale under the conditions above set forth, will be held at Dawson on the 2nd day of August, 1900, of all claims not disposed of at the auction sale of the 2nd July, 1900, and of any other claims which have in the meantime become the property of the Crown under the regulations in that behalf.

PERLEY G. KEYES,
Secretary.

Department of the Interior,
Ottawa, 21st February, 1900.

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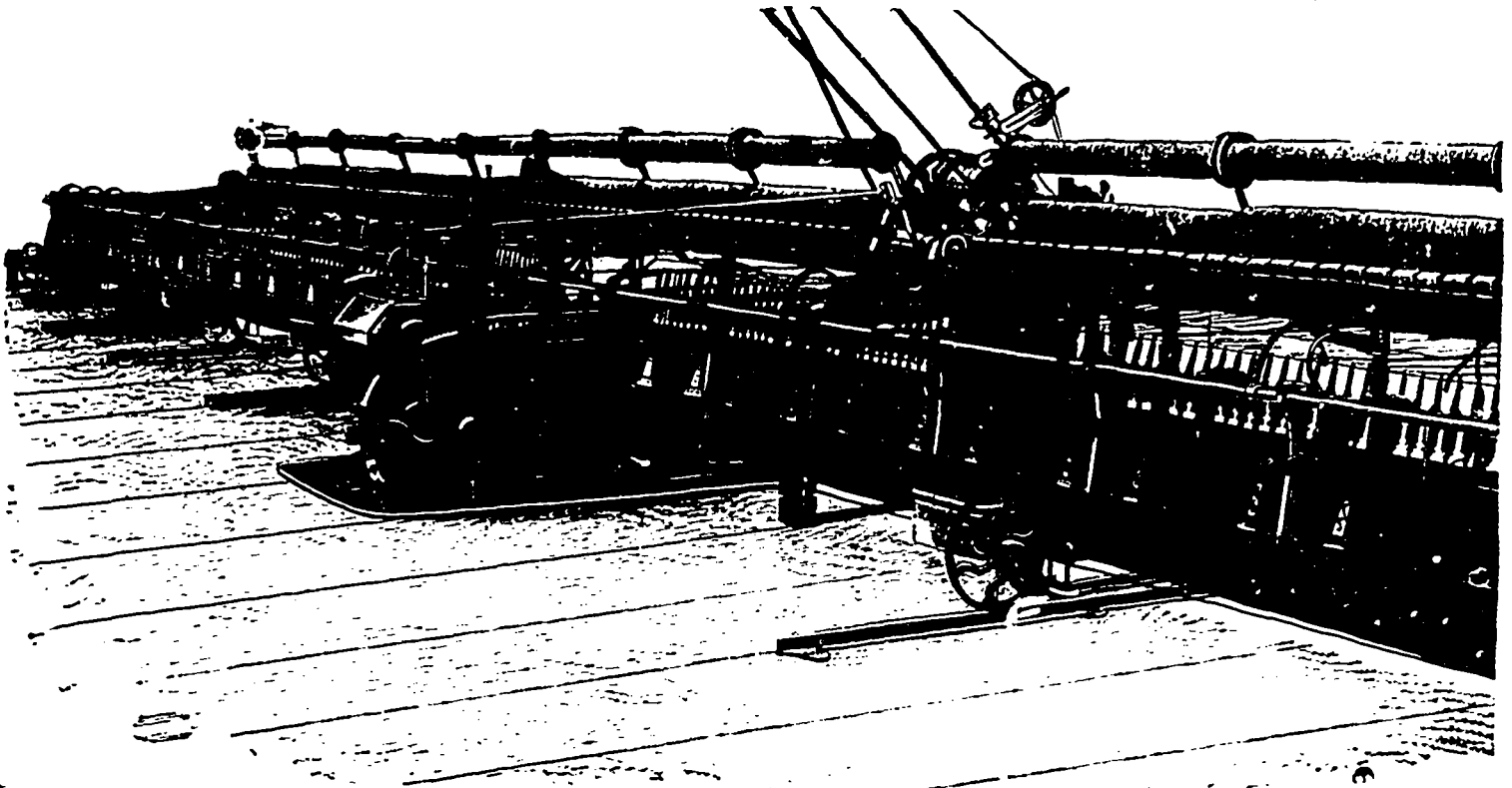
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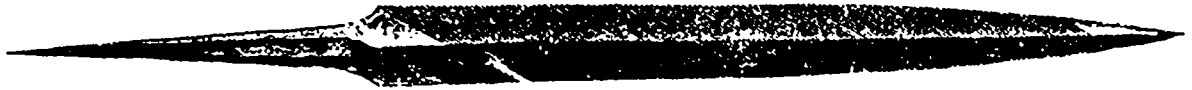
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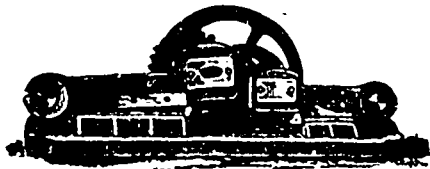
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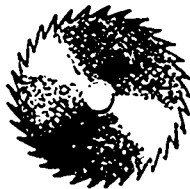
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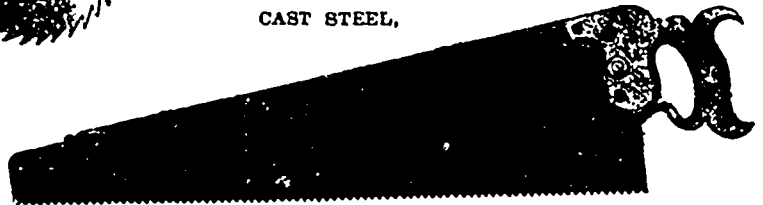


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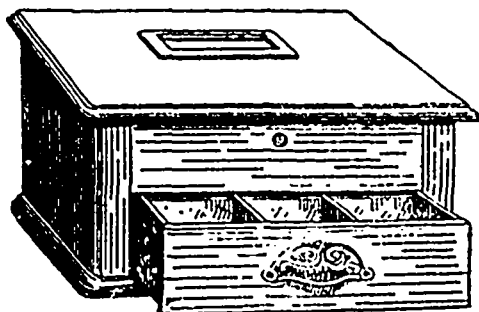
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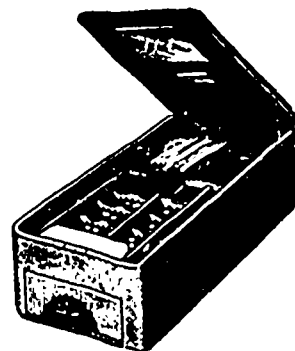
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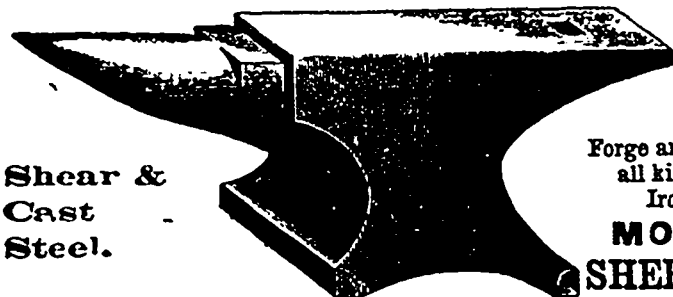
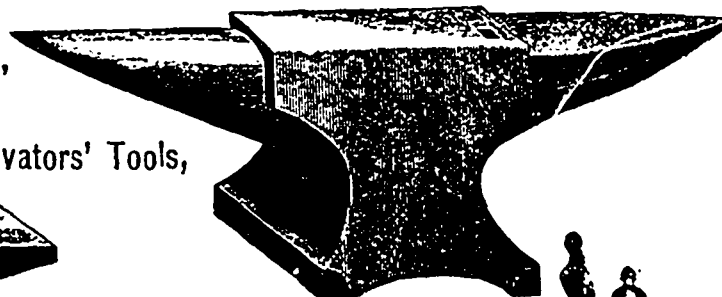
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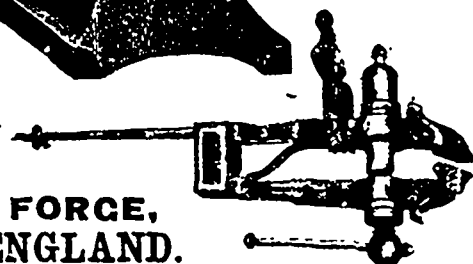
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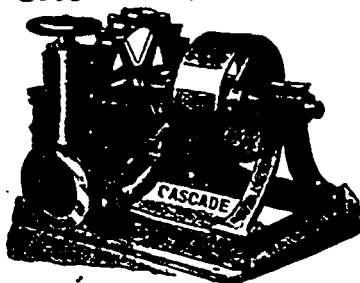
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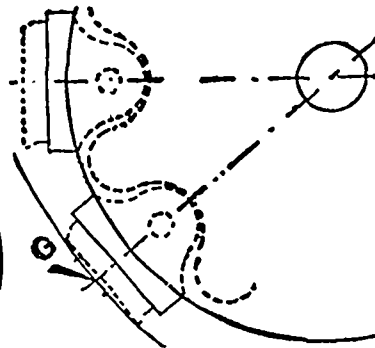
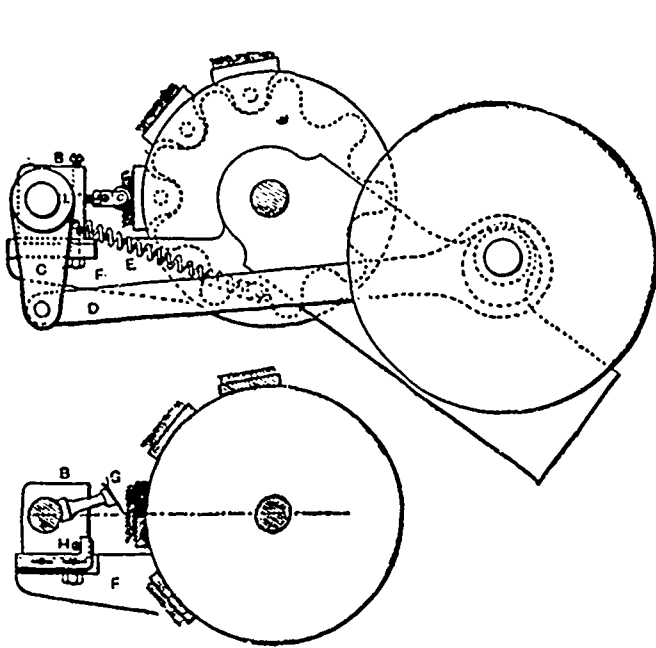


Diagram 1.

Diagram 1

Shows old arrangement in which the course of the Comb follows a curve, and therefore can only touch the flat at the two outer edges, thus failing to strip in the middle.

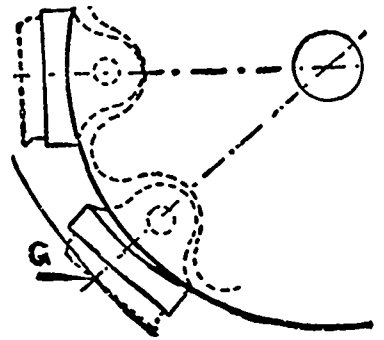
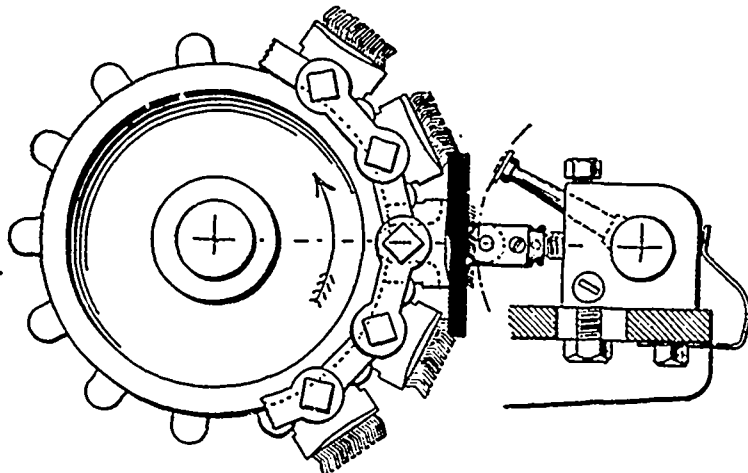
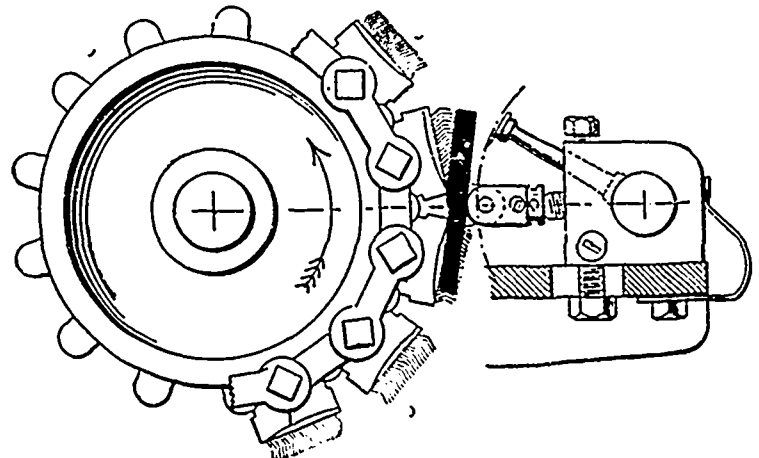


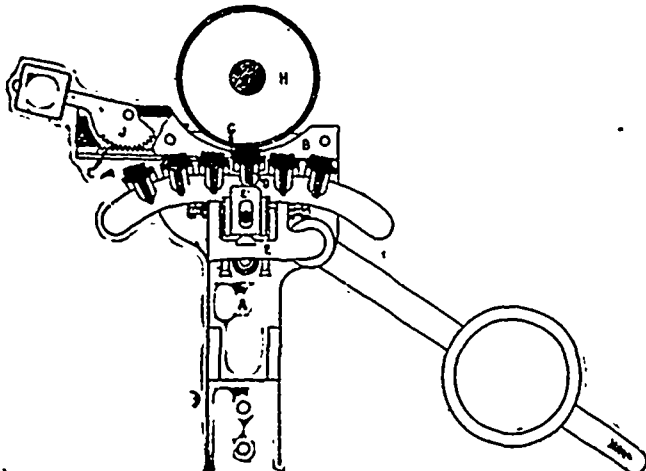
Diagram 2.



POSITION OF WEDGE WHEN STRIPPING FLAT.



POSITION OF WEDGE WHEN NOT STRIPPING FLAT.



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See full description in "The Textile Mercury," Nov. 12th, 1898, or "Textile Recorder" and "Textile Manufacturer," Nov. 15th, 1898.

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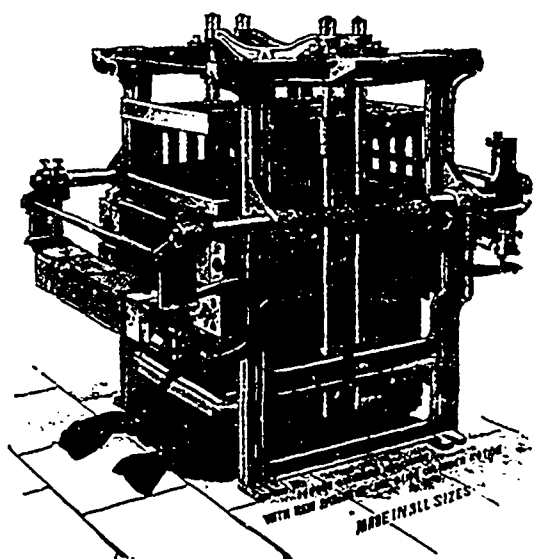
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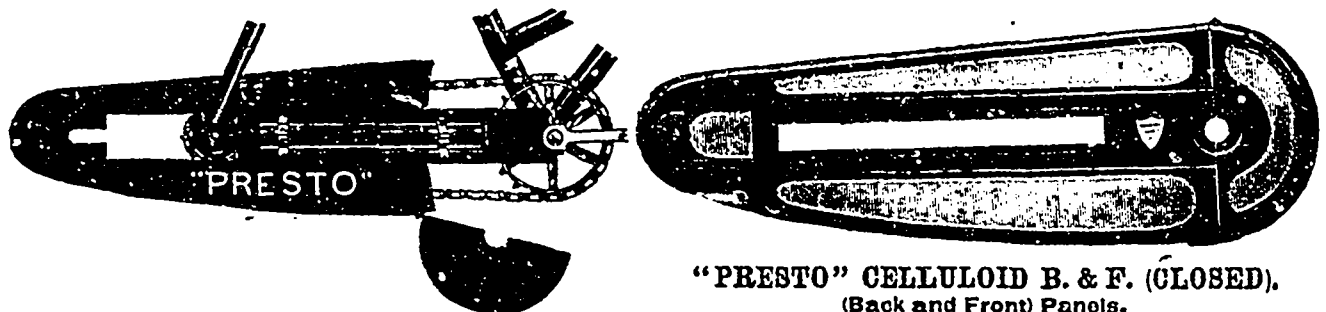
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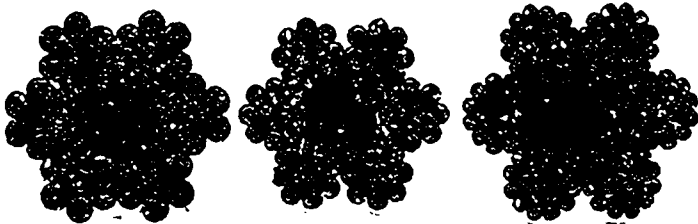
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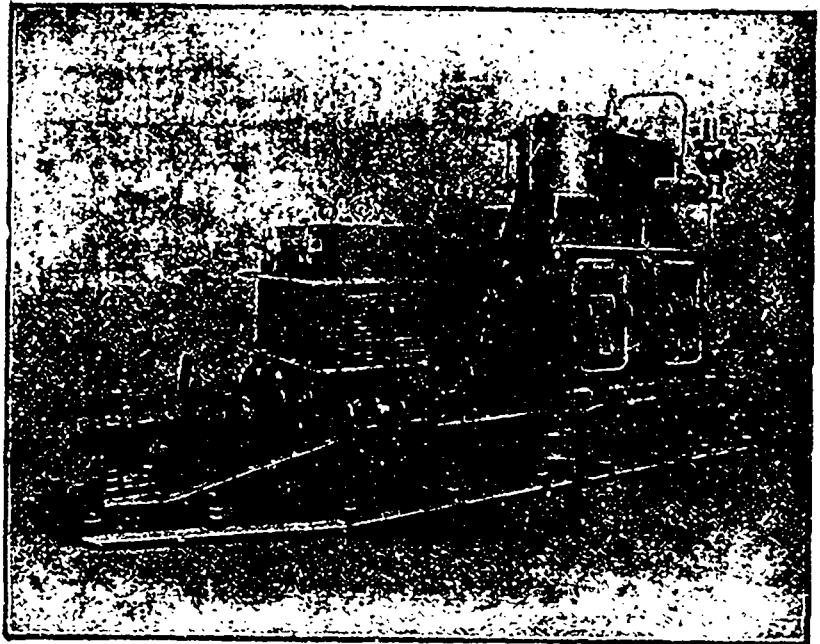
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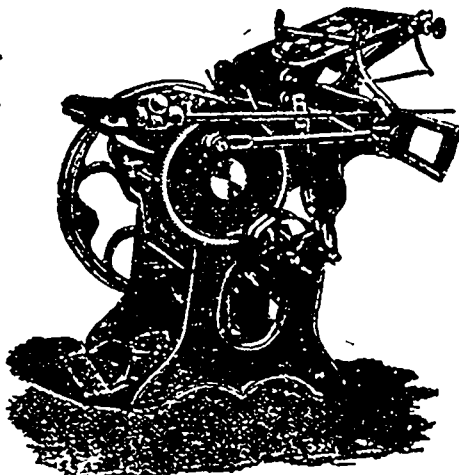
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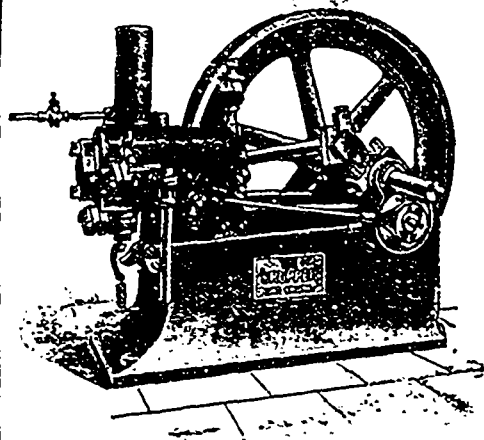
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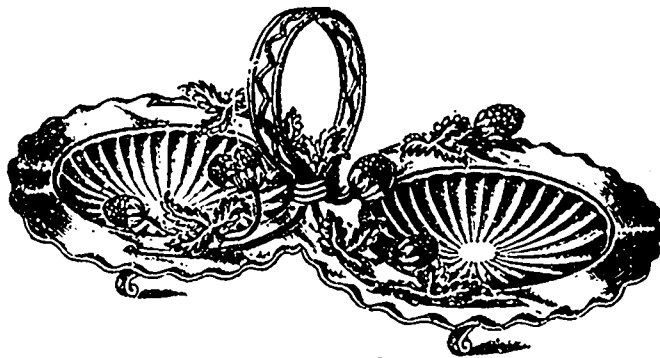
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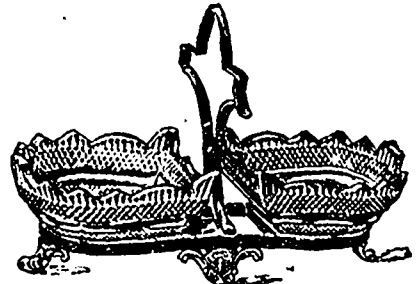
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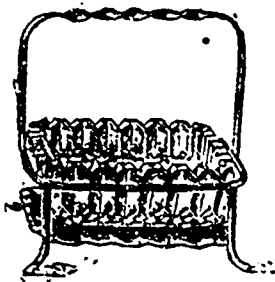
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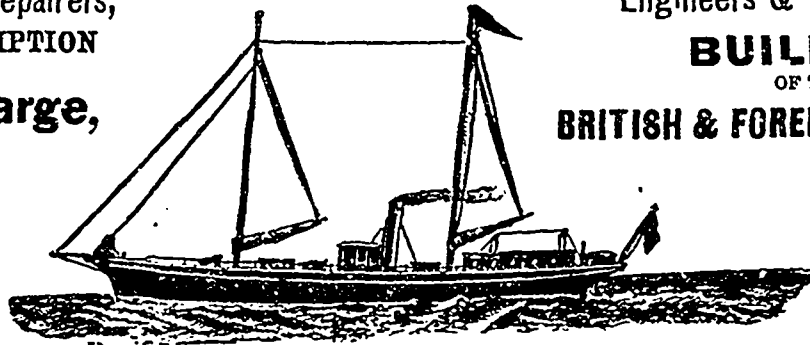
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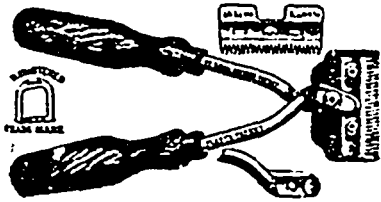
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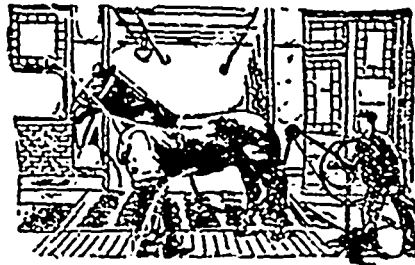
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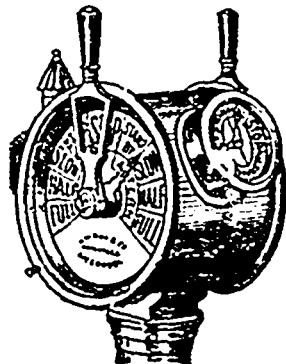
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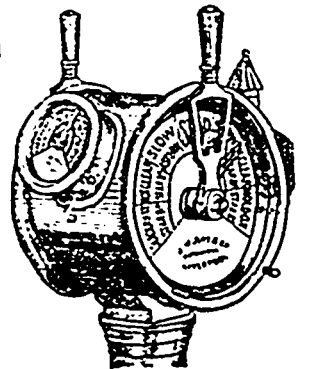
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Pacific Steam Navigation Co.
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Asiatic Steam Navigation Co.
Elder Dempster & Co.
Donald Currie Line.

Allan Line &
African Steamship Company.
Atlantic Transport Line.
Harrison Line.
Hibby Line.
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Deutsche Dampschiffe, Khedive Line, &c.
Dominion Line.



Three Dial Twin Engine Reply
Telegraph with Automatic Replies.

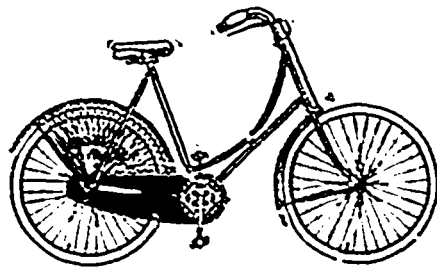


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A famous line of English Cycles for Canada, from
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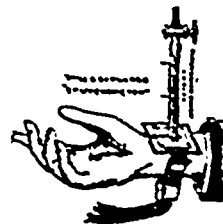
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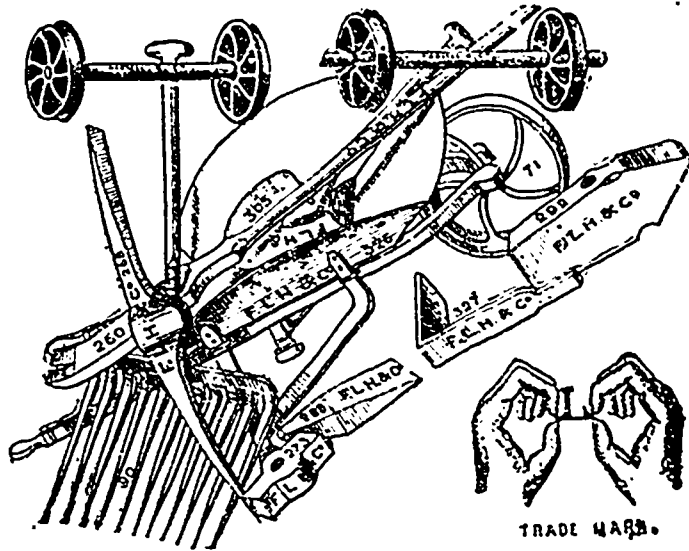
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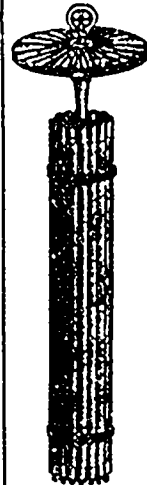
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Drain Fittings for the Wholesale Trade.

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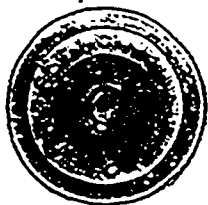
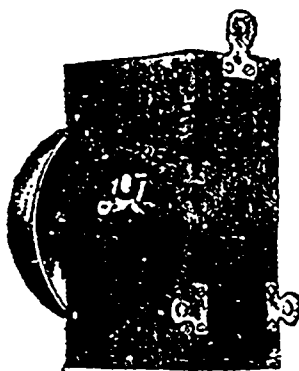
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Give Universal Satisfaction.
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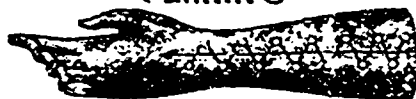
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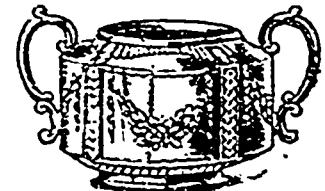
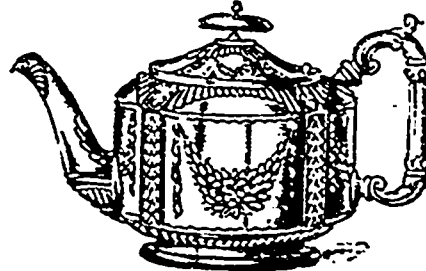
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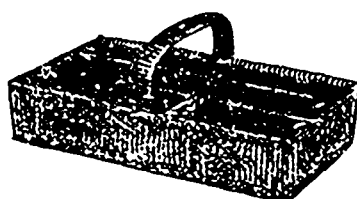
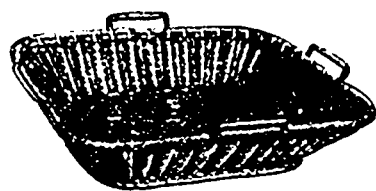
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For Machine Tools, Taps, Dies and all other purposes.
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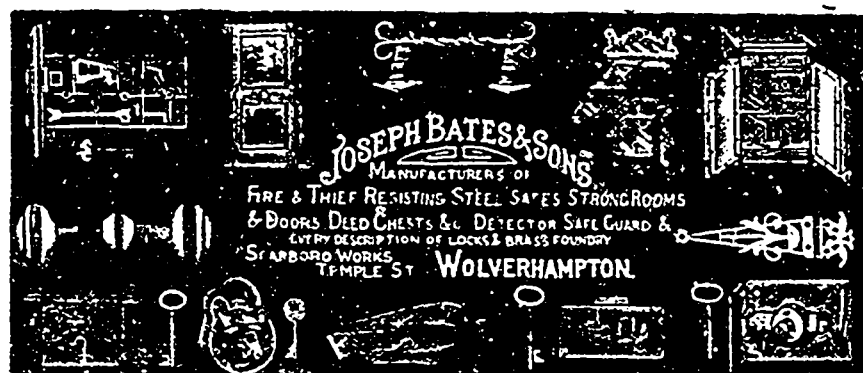
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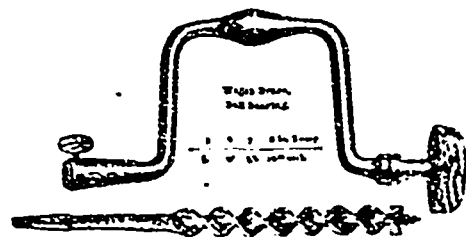
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Pumping Machinery

Centrifugal, Donkey, Pulsating, Direct-acting, Hydraulic Dip, Compound and High Pressure, Hydraulic Rams, Valves & Steam Engines.

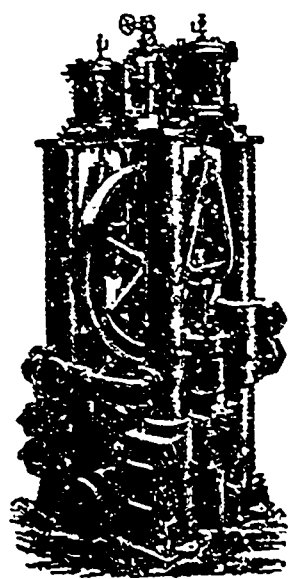
LUND & HAIGH

ENGINEERS,

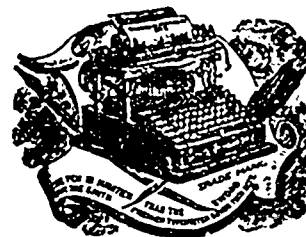
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Bids are invited by the Coruna Electric Co-operative Society for the supply of a complete set of electrical machinery of 400 horse power and capable of supplying 12,000 lamps of ten candle power. Other electrical machinery and supplies are needed by the same society who are to make extensive electrical improvements in that district. All necessary information can be procured from the secretary, Senor Enrique Sons, No. 51 Calle Real, Coruna, Spain

The annual meeting of the Kodak Company, Limited, showed that while in the prospectus of the company at the time of the consolidation the earnings of the previous year had been equivalent to 10 per cent on the ordinary shares, after paying 6 per cent on the preferred and setting aside £50,000 for surplus, these profits had been increased under the new organization, as in 1899 ten per cent had been paid on the ordinary shares, in addition to which there has since been declared 5 per cent extra, while the surplus account had risen to £151,815.

Mail advices from California note a poor outlook for the coming crop of honey by reason of a shortage of rain in the producing sections. The rainfall to March 23 amounted to only 2 inches, against a normal downfall for the corresponding period of 12 inches. The output of honey in California last year amounted to 60 carloads, compared with 100 carloads in 1898 and 400 carloads of 1896. During the season of heavy production prices in carload lots declined to 42 to 5c per pound delivered in New York. Stocks at present are well controlled, there being, according to dealers, no holdings in Chicago or other large Western points. The largest carload of honey ever shipped to the Atlantic coast from California was sold for \$4,000 last week.

C. A. ZADIG & CO.

11 Queen Victoria Street,
London, E.C., Eng.

Manufacturers of Portable Railways, Tipping and Mining Wagons, Locomotives, &c.

The only exhibitors at the Greater Britain Exhibition, London, awarded the Silver Medal for Portable Railways.

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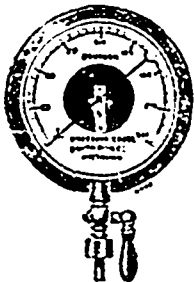
ESTABLISHED 1847.
Contractors to Admiralty, War Office, &c.

WE MADE THE FIRST STEAM GAUGE! SMITH BROS. & CO.,

Hyson Green Works,

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First Patentees and Manufacturers of the **STEAM GAUGE.**



Maker of Smith's Bourdon's & Schaffer's System, Steam, Water Pressure, and Vacuum Gauges.

Gun Metal Valves, Cocks, Lubricators, Injectors, Reducing Valves.

Patent Asbestos Packed Fittings

Iron Valves for Steam Water and Gas, Safety Valves.

PATENT HARMONY WHISTLES AND SYRENS.

WE STILL MAKE THE BEST.

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Manufacturers of every description of Table Knives, Butchers' and Pocket Knives, Scissors, Razors, Etc., Etc., and General Merchants.

Specialties:—Imitation Ivory Table Knives.
ILLUSTRATED LIST OF CHEAP LINES ON APPLICATION.

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Hardware Factors
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MANUFACTURERS

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FOR HOME AND EXPORT.

Telegraphic Address: "FISHHOOK REDDITCH."

WINDSOR MILLS, REDDITCH Eng.

WALTER NEWBOLD & CO., LONDON and BIRMINGHAM, ENG.

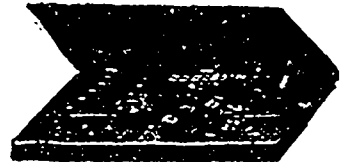
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Tube Cutters,
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Hammers, Files,
And all kinds of Screwing
and Lifting Tackle.



STOCKS AND DIES.

CATALOGUES MAILED FREE
ON APPLICATION.

Two new pulp companies have been formed in the Lake St. John district, the Jonquiere Pulp Company, with a capital of \$50,000, and the Metabetchouan Pulp Company with a capital of \$175,000.

During the last two weeks advices have been received from the other side announcing further large orders by the Government on plain goods, towels and toweling. Prominent among them were two orders for 800,000 and 241,000 towels respectively.

A Palermo letter states that stocks of shelled almonds at Sicily shipping points are getting to be very light. Holders, who are mostly large growers and speculators, refuse to sell until the position of the article becomes more clearly defined, and in the meantime the price is nominally 83s per cwt.

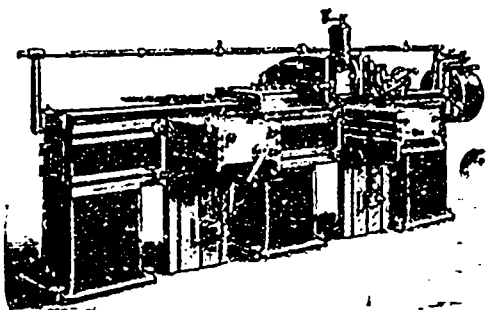
Belfast reports state that with the exception of the flax in farmers' hands, which must be a small quantity, there are no supplies on which spinners can count. The crop of last year in Ireland has been almost exhausted, and the Russian crop is turning out less than it was expected to be. Prices of Pernau and Riga have dropped under the influence of spinners taking up the waiting game in the hope of prices going still lower. No change has taken place in the value or demand for linen yarns, and both spinners and weavers are fully employed, but deliveries are still in the rear. Exports to the United States have not been so large as expected, but there is a rather better report from Cuba.

A number of new charters for industrials have been obtained in Nova Scotia, and a movement is now on foot where-by groups of Montreal and Nova Scotian capitalists will make a great extension of the pulp business. The Sisiboo Pulp Co. was started last autumn and acquired a mill previously in operation on the Sisiboo river, purchased timber areas and are now building a large new mill. The bright prospects for the pulp business in Canada are leading to the floating of these further companies.

According to American agents for steel rail mills the export demand for rails has increased very materially. Quotations are at the moment being furnished direct to parties abroad and to local export merchants for what will aggregate some 75,000 tons needed. The largest inquiries are from Japan, Australia and Mexico, while those of less importance are from Argentina, Cuba and other West India islands. Only a share of what will be required will be booked, for the reason that prices or deliveries are not yet suitable to the majority of purchasers abroad. It is stated that only time contracts and government work will purchase rails at present, and that many of the inquiries are for the sake of making comparison. Japan and Russia are, however, expected to be heavy buyers of rail for Government work at an early date. Neither English nor German mills, so those in a position to know say, can furnish their wants in less than six or eight months. American mills are now offering deliveries on large lots in three or four months.

GEO. RICHARDS & CO., Limited

Broadheath, Near Manchester, ENGLAND.
 Makers of **MACHINE TOOLS.**



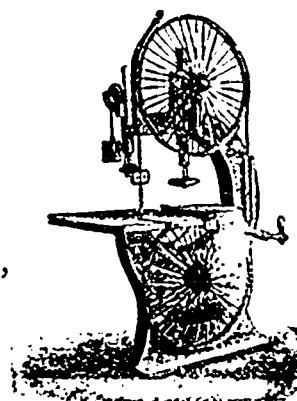
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Planing Machines,
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TUBES AND FITTINGS
 OF ALL KINDS
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Weldless Solid Drawn
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- CYCLE FORKS
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- STEMS, &c., &c.

Telegraphic Address—"WELDLESS,
 WOLVERHAMPTON."
 Telephone No. 7212.

The matter of false branding of cheese, which has been brought before Congress in the shape of a bill, it is stated on excellent authority, has met with a favorable reception at the hands of the Committee on Commerce of the House of Representatives.

Oats are being sown in Kansas, Missouri, Ohio and Kentucky, and are coming up to good stands in Oklahoma, Texas, Arkansas, Tennessee and Mississippi. Reports of winter killing of the fall crop are received from Virginia and Georgia. Cotton planting has begun over the Southern portion of the cotton region.

Irwin, Green & Co., commenting on the price of corn being relatively higher compared with wheat than the average of past several years, say that corn never before has been wanted as it is now, and the establishment of the new conditions may establish a new percentage of the price of wheat as the rule for corn.

The project of the Bank of Naples to establish branches in New York, which lately created some talk, has now been heard of in Philadelphia, where it is causing much uneasiness to the sixteen Italian bankers who are now doing a business of five or six million dollars a year and are associated for mutual protection under the name of the Italian Steamship Agents' Association. There is talk about sending a protest to the Italian Parliament against the legislation the Bank of Naples asks for.

Baltimore advices report increasing interest in future pineapples as the packing season approaches. Packers generally have not yet made prices, but many orders are being placed subject to approval of prices when made. Spot pineapple in Baltimore is reported to be pretty closely cleaned up.

The latest reports from the Nottingham hosiery trade state that buyers are operating more cautiously, owing to the falling value of yarns. Buyers of hosiery yarns restrict their orders for merino and cashmere qualities and require concessions. Egyptian and fine yarns continue firm.

Some woollen goods mills are finding it difficult to deliver all the spring goods on contract. One made an offer within the past few days to substitute fall delivery of a certain line of men's wear serges at a concession of 7½ cents per yard from current price if the buyer would cancel the balance of his order for this spring.

Firmness and dullness characterized last week's market in Manchester. Such business as was done was of a decidedly miscellaneous character, but the aggregate was much behind the output. India takes scarcely anything nowadays, as the plague and the famine hinder distribution. China is only a small buyer. The smaller markets present the best customers, chiefly for bleached, dyed and printed goods; but everywhere high prices restrict purchases to pressing needs. Yarns were quiet and unchanged, with fair customers' purchases.

Golf flannel, a printed all-wool fabric which was popular last year, has scored another decided success this season. Peculiarly adapted for golfing purposes it is also being largely used for waists for ordinary wear.

California mail advices report some carload business in dried fruit, but state that, on the whole, the market is quiet. Alaska, it is expected, will draw heavily on coast stocks in April and May, and some sellers therefore do not seem so anxious as they were to dispose of their holdings.

Notwithstanding the extremely low quotations on Smyrna layer figs made possible by the low cost of importation this season, the trade in this fruit has been disappointing, and at no time has there been an approach to those periods of activity which have characterized the market in the past even when prices have been comparatively high.

The marking up of prices of cured beef has caused a sharp decline in English army demand, and extra Indian mess has fallen from \$22 and over to \$17.50 and under without reviving the demand, as the South African army is said to be supplied with more fresh beef than first, if not chiefly so, while some packers say the sudden falling off in demand from that source for canned beef was due to this fact, the early and urgent demand being in the shape of reserves, rather than the steady army diet.

MINING STOCKS

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H. JOHNSON

Importer and Exporter of
Raw Furs & Skins,
Highest Market value paid
Consignments solicited.
Expressage paid.

494 St. Paul St.,
MONTREAL.

N.B.—Also highest prices
paid for Bees' Wax and
Genuine.

MINING NOTES.

It is reported that the Noble Five mine has been closed down.

A compressor plant, hoist, some ore cars and steel rails arrived at the Sirdar mine last week.

The C.P.R. freight and treatment rate from the Boundary to Trail smelter is \$7 per ton.

Development work will be commenced shortly on the Red Rock and Bald Eagle claims in Greenwood camp.

The new 10 drill compressor is now in operation on the California and is working in a perfect manner.

Drifting is now in progress at the 100 foot level on the Norfolk in Central camp, owned by the London & B.C. Gold Fields.

The Rossland shipments for week ending 7 April were 372 tons, the Le Roi sending 352 and the I. X. L. 20 tons to the smelters.

The Gelk property near Sturgeon Falls will be opened up at once. The prospects for the Seine district are very promising and point to an active future.

Seventeen men are employed at the War Eagle in Greenwood camp. The main shaft is down 90 feet. The new compressor and hoist is working satisfactorily.

The Jewel mine in Long Lake camp, in the Boundary district, recently sent an experimental shipment of one ton of ore to England for treatment. It is owned by an English company.

The Foley mine at Mine Centre has a force of 10 men at work, sinking and drifting, and more will be added as needed. It is not the intention of the company to start the mill before they have enough to keep it at a steady pound.

Telegraphic Address. "Ratchets, Sheffield."

FOX BROTHERS,

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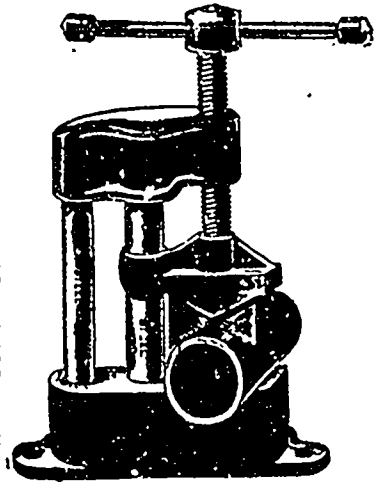
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Work will be resumed shortly on the Winnipeg in Wellington camp. Over 2000 feet of work has been done on the property, and the 300-foot level has been reached. Nine car loads of ore have been shipped to the Trail smelter.

All the men working in the Republic mine have been laid off. It is not probable that much ore will be again taken out until the new mill is ready to receive it, as there is no place to store it and the mine has been so fully prepared for stopping that almost any quantity of ore can be taken out when wanted.

The Financial & Mining Trust are working a force on the Vulture at Cody in the Kootenay. The last news from there is that they have struck ore in the lower tunnel that is 300 feet vertically below tunnel No. 1. In tunnel No. 1 they are in 200 feet. They have ore there all along averaging one foot in width and have raised to the surface. They have there in one stop \$10,000 worth of ore blocked out.

The ice in the Upper Yukon shows indications of breaking up, making navigation possible this spring several weeks earlier than in any previous season in the memory of Alaska pioneers. This is the news brought by the steamer City of Seattle.

Owing to the bad condition of the wagon roads between Grand Forks and Republic the management of the Republic mine have adopted a novel method of getting 20 carloads of machinery to the camp. The shipment will be sent by rail to Midway and thence floated down the Kettle river in scows to Curlew whence it will be carried in wagons to its destination.

Work on the Velvet on Sophie Mountain continues to bring forth the best results and the conviction is growing that it is one of the best mines in the Trail Creek division. Mr. J. L. Moorish, manager of the Velvet was in the city recently and he had with him some samples of ore that that ran very high in copper and from that appearance carried at least two ounces of gold.

MINING NOTES.

It is said that Mr. Thurston's second report on the Virtue is even more favorable than the previous one he made.

The consolidation of the Winnipeg and Brandon and Golden Crown has been brought to a temporary halt and is not likely to go through for the present.

Slocan Sovereign reports are decidedly encouraging. In the ore shoot opened in the upraise the drift has shown rich ore for fifty feet, and shows no signs of the end being reached.

Judgment has been entered in favor of the Bank of British Columbia against the Hall mines company for \$262,368. No defence was made, and it is understood that the amount is fully secured.

It is learned that arrangements are now in progress for the sending out of a party to the Lardeau Duncan district to continue work at the Gertrude and Chicora, where a force of men have been engaged all winter.

It is proposed this season to continue work at the Chicora and to run in a tunnel on the lead on the Gertrude; also to work the Parmigan group, by also sinking on the 8 foot lead, which runs through this group and which has been uncovered for hundreds of feet.

The Rathmullen company propose to form a subsidiary company to purchase their Maple Leaf claim. A meeting of the Rathmullen shareholders has been called for the 25th inst. to pass on the question, and it is not expected that any opposition will be met with.

The Transvaal, at the lower end of the Moyie lake, is looking fine. O. L. Franklin is sending a small shipment of ore to Northport to have a test made.

Rumours of the resumption of the dividend of the Payne mine are again current and in some quarters a bonus is looked for but nothing definite has been given out.

It is rumored at Fort Steele that a deal is on involving the sale of the Kootenay King mine to Spokane parties for \$15,000 on a bond one year, the first payment of ten per cent to be made May 1st. The Kootenay King is the first quartz location made in East Kootenay. The property is owned by Messrs. Barnes and Voss.

Mining interests on the creeks in the vicinity of Dawson are stirring considerably with the approach of clean up time. On not a few claims the wash up has already begun. The pleasant weather and good sledding enables townspeople to get out on the creeks, and trips up Hunter, Bonanza, El Dorado, Sulphur, Dominion, with their many gulches and and pups are the order of the month.


The Nome discoveries are not in any way affecting the general belief in the richness of Dawson. It is an accepted fact that there is plenty of gold in the Klondike, and that the half has not yet been prospected or revealed. The exodus beyond that of the unstable restless element that abounds in every mining camp, is largely due to impatience regarding the Yukon mining laws, which are felt to be altogether too restrictive in view of the difficult and costly labor of mining in this climate and the hardships that must be undergone.

Republic trading is now on the small side, and there does not appear to be much stock coming out at present prices. A good recovery of the loss in gold sustained in the process of treatment in the old mill of the Republic is looked for, and from the amalgam being taken from the earth under the old mill an estimated profit of \$5,000 to \$6,000 is expected.

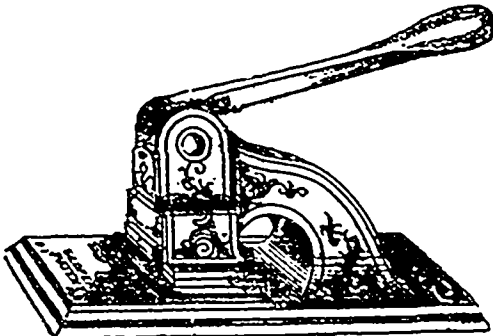
Eldorado, in the vicinity of the Forks, twelve miles from Dawson is a honeycomb of huge dumps. The many steam thawers in use during the past winter have trebled the amount of dirt taken out. Conjectures concerning the output for 1900 are rife. The present amount, by rough estimate, is placed at thirty millions.

From several parts of the Boundary districts comes reports of great developments. In the Old Ironsides, on the 300 foot level, 118 feet of good grade of copper ore has been crosscut, which even exceeds in vastness the famous slope in the Le Roi, where the pay ore is 90 feet wide. In spite of grave and serious drawbacks, the year 1900 may break the record as regards the mineral production of British Columbia.

A correspondent of the Toronto World who recently visited the North Fork of the Kettle River says he was greatly impressed with the outlook for the properties of the Earthquake Consolidated Gold Mining Co. in Brown's camp, as a result of the development work carried on during the past eleven months. The group includes the Earthquake, Phil Sheridan and Last Chance locations, lying on the southern slope of Volcanic Mountain, and extending across Volcanic Creek into the gulch below.

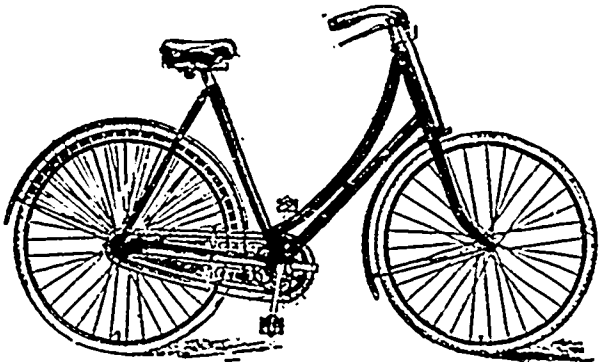


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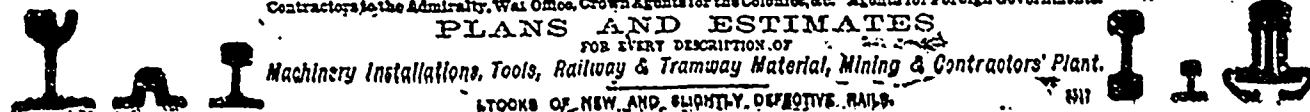
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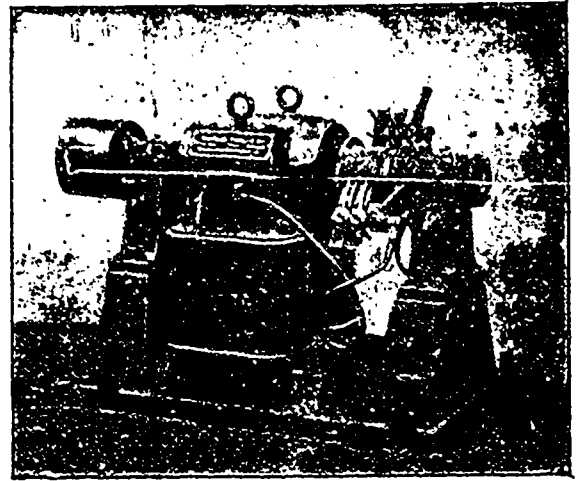
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MINING NOTES.

New offices have just been erected at the B.C. mine in Summit camp. The new boiler and engine house is nearing completion. Sixty miners are engaged, and the working force will be doubled as soon as the plant, received from Montreal, is installed. The 250-level has been reached.

Mr. R. B. Thomas who has been surveying for the Miner-Graves syndicate in the Boundary, reports that ore is being shipped out of the 70 and 150 foot levels of the City of Paris, while in the tunnel the ledge is expected to be encountered within the next 20 feet, some 300 feet having already been driven. He says that the ores now been taken out average over \$40 per ton. Upwards of 670 feet of tunneling and drifting has also been done on the Lexington of the Majestic Company, and a drift from the main tunnel is expected to catch the main ledge very soon at a vertical depth of 175 feet.

Mr. Johnson manager and consulting engineer of the B. C. Copper Co. at Greenwood when recently interviewed at Vancouver is reported as saying. In Greenwood I am planning a large smelter, which will do custom work also for the Boundary Creek country. This will be started with a capacity of 300 tons per day but can be extended to meet 500 tons. In and around Greenwood the country has come up to the expectations I had of it when I came in first to size up the situation. There are very large ore bodies self-fluxing. This will necessitate the ores being smelted on the ground at local smelters at Greenwood and Grand Forks and with the very cheap and good coke and coal from the Crow's Nest Pass coal mines we

will be able to do smelting up there as cheaply as in any place in the world and the mining of the ore on a large scale will make a sure future for that country.

Speaking of the Virginia mine, the Rat Portage Miner says that the shaft has reached a depth of 208 feet. Sinking has been stopped while the work of opening up the property with drifts and cross-cuts goes on. On the 200 foot level a drift is in 50 feet and when it is pushed in far enough the ore body will be cross cut on that level. The ore at that depth looks very well. On the 100 foot level the vein was cross-cut and the ore body found to be 100 feet wide, all of which pans. The ore is of a schistose character and very soft. Drifts have been pushed on the vein on this level 16 feet one way and 12 feet the other. The work of drifting and cross-cutting will be carried on extensively before more sinking is done.

One carload of the machinery of the 10-drill compressor plant arrived at Rossland. Another carload is en route, and is expected to come to hand in a few days. This machinery was ordered in September last, and was built to order, and will be one of the most complete plants ever turned out by the Jenckes Machine Company. It is thought it will be running in about three weeks from date. It is a compound compressor. The cylinders are 22 inches for the low pressure and 14 inches for the high pressure, and the stroke is 22 inches. It is provided with Corliss air valves, and all the latest improvements for plants of this kind. It is to be driven by a 150 horse power electric motor furnished by the Canadian General Electric Company. When all this machinery starts there will be a large number of men employed on

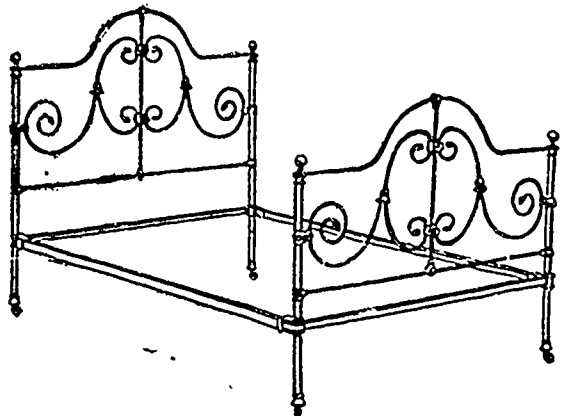
the California, as the intention of the management is to push the development on a comprehensive scale. At present the work is confined to the tunnel, which is being extended.

Improved machinery is being installed in the Earthquake mine, a property in which a good many Eastern Townships' people are interested and which is located on the north fork of the Kettle river, in what is known as Brown's Camp and ten miles from Grand Forks, B. C. The manager reports the highest assay obtained \$64 per ton and \$19 per ton as an average of all values. Development work has been going on for eleven months past. The capital of the company is \$150,000 divided into 1,500,000 shares. Several experimental shipments of ore are to be made to the Grand Forks smelter, and a compressor will be ready by the early summer.

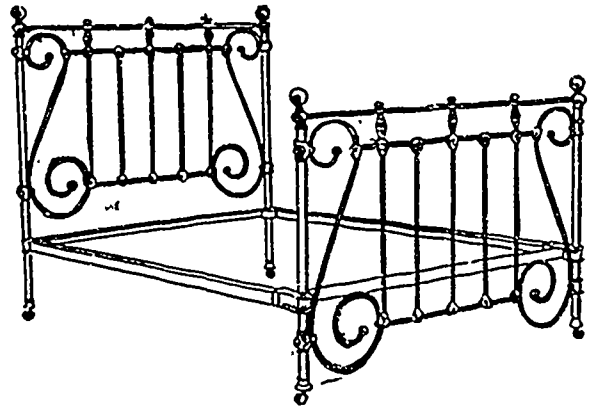
The Crown Point Mining Company has just made its second mill run. The property is situated in the Shoal Lake portion of the Lake of the Woods district and Mr. R. H. Abu of Montreal is chief promoter and general manager. The results accomplished with this property so far seem remarkable. Ground was first broken on the claim on Aug. 23 1899 and within five weeks thereafter the first gold brick was produced. The second brick has been to hand and was produced from the company's own 10 stamp mill on the property which is reported running in first-class shape. Besides accomplishing these results in a short time, the company has arrived at a producing stage without having expended a great deal of money. In fact it is under \$25,000. It goes without saying that such results can only be obtained by experienced men who know their business.

❁ 1900 ❁

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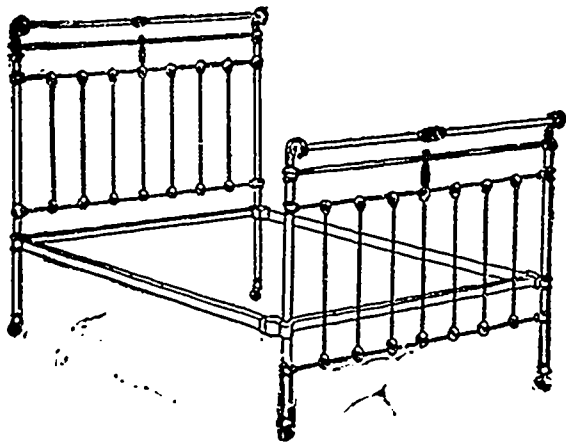
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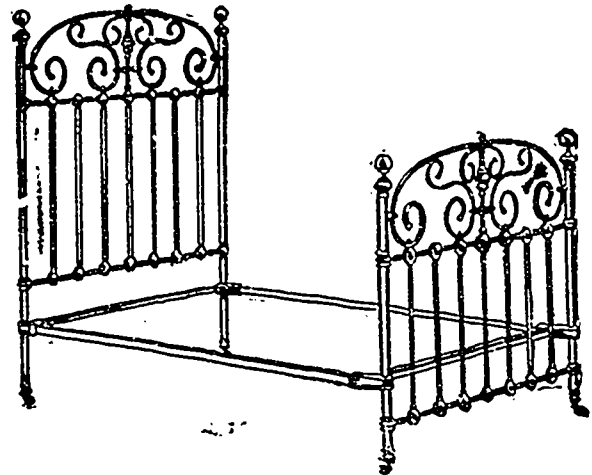
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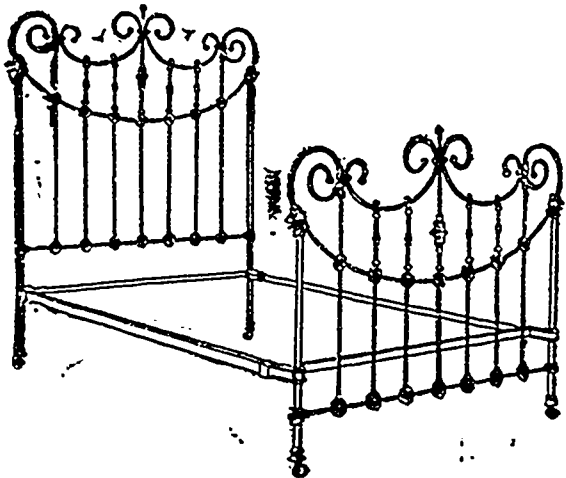
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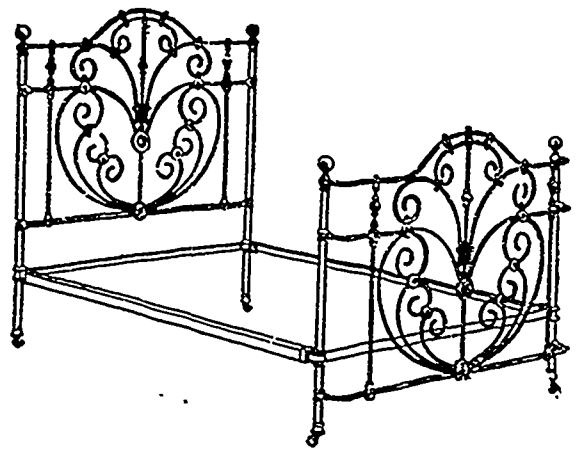
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CANADA.

MINING NOTES.

The manager of the Dufferin reports that work is being successfully pushed and mentions that four veins have been encountered on the crosscut from the 400 foot level, which carry a higher grade of ore than any yet discovered in the mine. On the 300 foot level raise, they have met ore running three ounces to the ton.

It is said that there is great activity in the Boundary country. Ore is already beginning to arrive at the Granby smelter at Grand Forks and actual smelting operations are expected to begin on April 15 when the ore in hand will be heap-roasted in preparation for the trial run of the smelter. This ore comes from the City of Paris, in White's camp, situated on the divide between Fourth of July creek and Boundary creek and is now well opened up. The ore is hauled by wagon to Grand Forks, a distance of about five miles.

Four feet of solid ore, giving average values of \$80 per ton have been encountered in a drift from the 130-foot level of the Golden Eagle, in Brown's Camp, north fork of Kettle River. Superintendent J. H. Fox brought the news to town, and says a pump and hoist will be installed shortly. The other claims in the group are the Laskey and the Junction City Fraction. They adjoin each other. The ownership is vested in the Royal Victoria Gold Mining Company. The group is situated upon a spur of Volcanic Mountain, and about 1900 feet above and half a mile distant from the river. The distance from Grand Forks does not exceed 10 miles.

The Rat Portage Miner says: A compressor plant, hoist, some ore cars and steel rails were sent out to the Sirdar mine. The machinery was purchased from the James Cooper Company, and will be installed at once. It is evident that the Sirdar people mean business, and intend to keep up their reputation for extensive and thorough development.

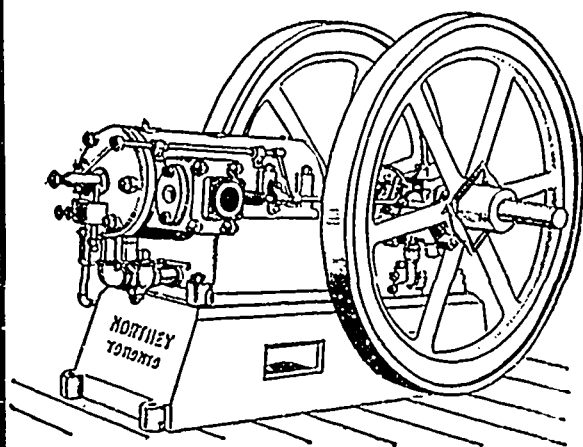
After an idleness of twenty years there is some talk of again working the iron deposits in the neighborhood of Moisie and other Gulf ports in the Province of Quebec. There is a deposit of ore in this province which contains 66 per cent. of pure iron, and which since 1876 has not been touched. This ore, one of the most peculiar and curious to be found in any country is called magnetic sand, and exists in large quantities along the north shore of the river St. Lawrence, mostly east of the Saguenay. It is found in beds often of large extent, on the beach, and sometimes a little distance from the water on the site of a previous water level.

A recent visitor to the Boundary district says the mineral claims show immense bodies of ore. It is not as generally supposed, all low grade, as there is a very considerable quantity of high grade ore. They certainly have one of the greatest mines there, namely the Mother Lode. I understand the paystreak is 150 feet wide. There is one mile of pay ore now blocked out. It is rather difficult to conceive of such an immense body of ore. This work was done in order to prove the claim, the owners of which are erecting a 300-ton smelter at Greenwood. There are also in close proximity to Grand Forks and Greenwood such mines as the Old

Ironsides, Knob Hill, City of Paris, Majestic, the Lono Star, Yankee Boy and Girl, Orodenoro, B. C., Rathmullen, Winnipeg, Brandon, Golden Crown, Hartford, Snowshoe, Golden Eagle, Little Bertha, Strawberry and Pathfinder. A number of these are developed and this does not embrace great numbers of well developed prospects, which have ores in sight but have not joined the regular shippers.

Two weeks ago a man arrived in Dawson from Stewart River with report of a strike on McQuestion Creek, a tributary of Stewart River, the alleged rich find giving one hundred dollars to the man, and lying somewhere between the headwaters of the Klondike and McQuestion Creek. A number of men have stampeded from Stewart, and several parties are arranging to go from Dawson. The vicinity indicated has long been known to bear favorable gold-bearing signs. It is between two and three hundred miles from Dawson.

Writing from Nome a miner says: "There can be nothing but suffering for the man arriving at Nome with but a \$20 piece in his pocket and a tent and pair of blankets. Gold, however, is everywhere. I handled a nugget weighing \$36.85 that a half hour before had been picked up on the beach. The person finding it—I did not gain his name—was sauntering along the sand, when on the edge of the breaking surf he saw some thing glisten. Waiting for the wave to recede the man ran down to the object and lifted the nugget from the sand. This will give you some idea of the richness of this Cape Nome district.



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MINING NOTES.

Work at Cameron Island is being steadily pursued, about thirty men being employed sinking and drifting. The ore shows steadily increasing values. It is understood that the mill will be got ready for operation early in the summer.

Mr. W. J. M. Mynn, mining recorder at Midway for the Kettle River Mining Division, and Mr. S. R. Almond, mining recorder for the Grand Forks Mining Division, have been notified to act as gold commissioners for their respective divisions.

In blasting for the foundation of the mill on the Gold Panner property, Lake of the Woods district another parallel vein was exposed. It is of fine width and carries good values. This makes three parallel veins on the Gold Panner property and it is probable they will unite form one immense vein.

Advices from Kaslo say Gooderham and Blackstock the Toronto capitalists, may become interested in mines on the south fork of Kaslo creek and at Whitewater, J. C. Drewry, who is concerned with them at Moyle is at Whitewater with experts W. H. Jeffery and Fred Ritchie of Rossland.

The deal for the sale of the Rockland group has finally been closed. This valuable Slocan property has been acquired by Jay P. Graves and the consideration is \$75,000 and the payment of the indebtedness against the property which amounts to between \$7,000 and \$8,000. The \$75,000 is to be placed in the treasury and is to be used in the development of the property.

A number of miners in Le Roi have resumed work in a body. Men are at present working merely to test the ground with a view to determine what the work is worth, this being preliminary to agreeing on the contract price. Similar methods will be followed in War Eagle and Centre Star mines.

Several parties in Dawson have recently applied to the American Consulate for passports into Russian territory, with the purpose, upon reaching Nome, of crossing to Siberia and trying their luck on the beach sands of that country. An impression exists that Russia has recently thrown open the Siberian coast to American miners. The acting American consul in Dawson has written Washington asking for definite information on the subject.

Word has just been received that the work recently resumed by the J. O. 41 Gold Refining Company on one of the veins on their property is progressing satisfactorily and that at a depth of 75 feet some good looking quartz is being encountered. Superintendent Flaherty, in speaking of the work in a letter to the company says: "I certainly would consider the present showing encouraging." Assays of the ore were being made at the time of writing, but the results will not probably be received until next week.

On the Ore Denoro which is being operated by the King Mining Company, there are 25 men employed. One tunnel is in for a distance of 150 feet, 60 feet of which is in ore commencing at the surface. On this same level over 100 feet of drift has been done. Another tunnel is now in about 200 feet, and it is expected hourly that it will tap the ledge at a vertical

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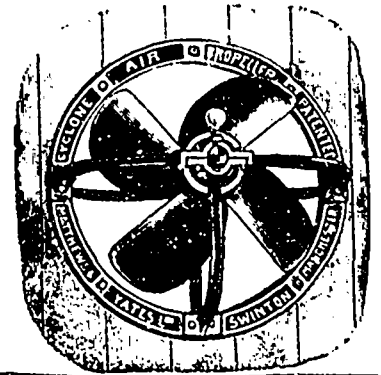
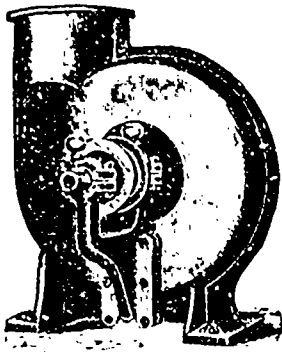
depth from the surface of 250 feet. The 60 feet of ore encountered on the upper level will average about \$20 to the ton, most of the values being in copper. The ore carries only a small quantity of gold. Within a short time after the ore has been found on the lower tunnel the property will be in a position to ship from 50 to 60 tons of ore per day.

Mr. J. P. Graves and others in the East have purchased what is known as the Rockland group of properties in the Slocan. Under the terms of the transfer the sum of \$75,000 is to be put into the treasury to develop the group in question.

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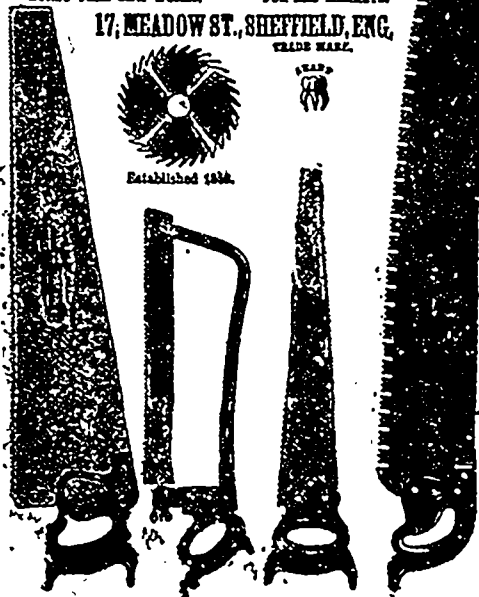
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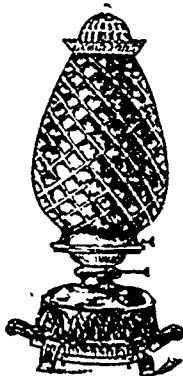
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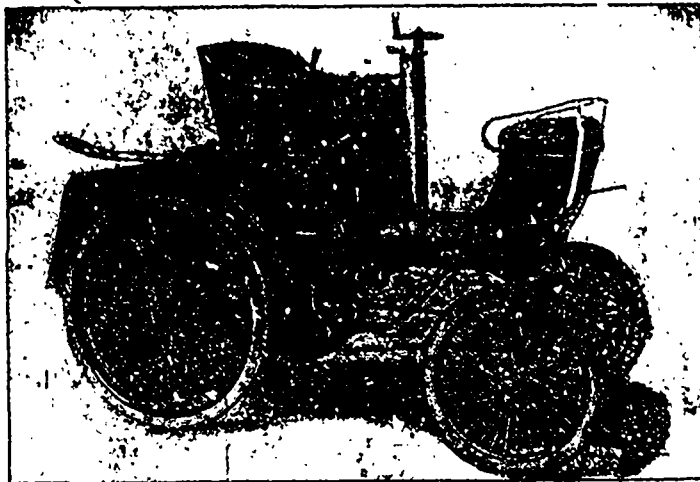


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WOLVERHAMPTON, ENGLAND.

MINING NOTES.

Iron Mask is likely to continue shipping about a carload a day if not more. Evening Star and I. K. L. will also ship from two to four carloads a month, each. Whatever decrease shipments may show on account of stoppage of supplies from War Eagle and Centre Star, are likely to be made up from the other mines which will come forward into the ranks of regular shippers. These include the Jessie, the No. 1 and the Nickle Plate which are putting up hoists for the purpose. It is not an over-estimate to say that before War Eagle and Centre Star are ready to resume shipping, other mines mentioned will have run the weekly output of the camp up to the average total which prevailed before the shut-down. When these two mines resume shipments their production will probably constitute an increase over the old totals for the Rossland camp.

The Republic Miner, in an article headed "What's the Matter?" having reference in the Princess Maud, says: "At the valuation of the public the stock selling at only 5 cent, and the capitalization being 1,000,000 shares of one dollar each the mine is worth only \$50,000. There is a story going around that in running the south drift on the 600 foot level the Republic people came to a split in the vein, one branch carrying high values going off towards Princess Maud ground. Hence the anxiety of the Republic Company to get the control of Maud. The Miner is not disposed to credit this story. The principal cause of the depression in Maud stock is heavy assessments levied by the directors of the company. These heavy assessments are having the effect of making holders very sick and the stock is being thrown on the markets in panic style. If the values of the ore now in sight in the mine are as good as reported there is the chance for the biggest kind of profit in buying Princess Maud shares."

All communications, advertisements, etc., intended for insertion in "The Trade Review" should reach this office by Wednesday morning.

ELLIS MARSDEN, LIMITED,

Brewers' Engineers,

Manufacturers of

Established 1702.

Copper Brewing Pans, Boilers, Worms, Refrigerators, Stills, Attemperators, Measures, Syphons, Malt Mills, Mash Tubs, Coolers, Racking Cocks, Pumps, Hose and Couplings and every description of Distillers' and Confectioners' Work.

BRASS FOUNDRY AND COPPER WORKS,

15 Argyle St., LIVERPOOL, ENG.

All Repairs Promptly Attended To.

Telephone No. 828.

Telegraphic Address: 'DAGGER, SHEFFIELD.'

ESTABLISHED IN THE YEAR 1827.

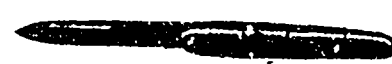
Jonathan Crookes & Son,

Manufacturers of

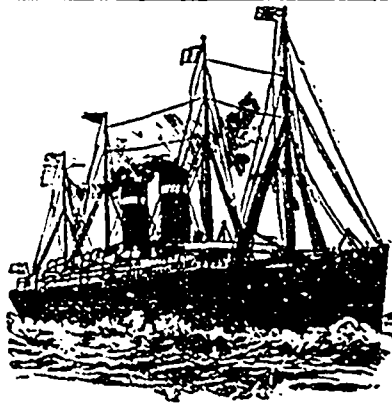
Superlatively Finished

PEN-KNIVES, RAZORS.

SHEFFIELD, ENGLAND.



CATALOGUE ON APPLICATION,



ALLAN LINE

Royal Mail Steamship Co'y.

ESTABLISHED 1852. 32 Steamers Aggregating 150,000 tons. Tunisian, 10,000 tons, Twin Screw. Bavarian, 10,000 tons, Twin Screw.

Liverpool and London Service.

Calling at Halifax.

From Liverpool.	Steamer.	From Portland.
Mar. 22	*Parisian	Apr. 7
Apr. 5	*Tunisian new	Apr. 21

Special attention is called to the sailing of the new SS. Tunisian, April 21st. The Tunisian is the largest, finest and fastest steamer ever built for the Canadian trade.

*Calling at Halifax one day after sailing from Portland for passengers.

These steamers have excellent accommodation for all classes of passengers.

Midship saloons, Music and Smoking Rooms on Promenade Deck, Electric Light and Bilge Keels.

Rates of Passage.

CABIN—\$50 and upwards. A reduction of 10 per cent is allowed on return tickets, except on the lowest rate.

SECOND CABIN—To Liverpool, London or Londonderry, \$36 single; \$66.50 return.

STEERAGE—Liverpool, London, Glasgow, Belfast, or Londonderry, including every requisite for the voyage. \$23.50. Capo Town, South Africa, \$66.50.

Liverpool and Montreal.

Calling at Moville.

From Liverpool.	Steamer.	From Montreal.
26th April	Parisian	12th May
10th May	Tunisian (new)	6th May
17th May	Numidian	2nd June
24th May	Corinthian (new)	9th June

Portland and Glasgow Service.

From Glasgow.	Steamer.	From Portland.
22nd Mar.	Norwegian	11th Apr.

New York and Glasgow Service

From Glasgow.	Steamer.	From New York.
15th Mar.	Sarmatian	5th Apr.

Cabin, \$45.00. Second Cabin, \$30.00. Steerage, \$23.50.
H. & A. ALLAN,
25 Common Street, Montreal.

Advices from Nottingham state that laces and curtain yarns are in full average demand and prices are now tending upwards. Some quotations are advanced, and all round the market is less favorable to buyers than earlier in the week. Good quantities of the higher counts and also of Egyptian yarns are moving. Hosiery cottons are firmer in value, but cashmere and other wool yarns are easier to buy, and concessions from the current quotations are demanded. Mosquito net, fine bobbin nets and light plain tulles remain firm in value and orders are placed considerably in advance. Manufacturers of fancy cotton millinery lace are doing an extensive business, and the advanced prices have been

DOMINION LINE.

ROYAL MAIL STEAMSHIPS.

LIVERPOOL SERVICE

Steamer.	From Portland.	From Halifax.
Dominion	Apr. 13 2 p.m.	Apr. 14, 5 p.m.
Cambroman	Apr. 17, 2 p.m.
*Roman	Mar. 25, 2 p.m.

*These steamers do not carry passengers.

RATES OF PASSAGE—First Cabin, \$50.00 and upwards; single, \$100.00 return, according to steamer and berth. Second Cabin, \$35.00 and \$37.50 single; \$66.50 and \$71.25 return, according to steamer.

Steerage—To Liverpool, Derry, London, Queenstown, Belfast and Glasgow, \$22.50 to \$25.50, according to steamer. Steerage outfits furnished free.

Midship saloons, electric light, spacious promenade deck.

For further information, apply to any agent of the company, or to

DAVID TORRANCE & CO.,
General Agents, Montreal.

17 St. Sacrament Street.

BURTLES, TATE & CO.,

Poland Street, Oldham Road.
Manchester, England.

Manufacturers of FLINT and COLORED GLASS also Ornamental Fancy Glass.

Glass Novelties of all Descriptions for Home and Export Trade.

New Illustrated Catalogue now Ready.

London Show Rooms, 17 Ely Place. Mr. John Burtles.

SZILAGY & CO.,

Peninsular House,

Monument St., London, E.C., England.

Experienced firm well up in general importation is prepared to receive consignments and advance on same. Also, supply all kinds of goods suitable for the Foreign and Colonial Markets at manufacturers' prices.

Correspondence in English, French and German earnestly invited.

thoroughly established. There is an active export demand for laces and nets. In the hosiery trade there is a better demand for special lines of cotton goods and prices are firmer. There is a large business doing in wool and mixed hosiery, principally for orders placed in advance. New orders are less plentiful.

The Honorable Gold Mining Company which has some of the most promising locations in Michipicoton has temporarily closed down its small stamp mill. The company however has demonstrated to its own satisfaction that the property on which it has placed its mill is one of exceptional value. Without making any selection of the quartz on a vein 20 feet in width it finds that the ore carries a uniform value of from \$10 to \$12 from the surface downwards.

THE CANADA ATLANTIC RAILWAY, BETWEEN Montreal & Ottawa.

LUXURIOUS PULLMAN PARLOR CARS ON ALL THROUGH TRAINS.

Modern Equipment. Fast Service.

Trains Leave Bonaventure Depot at

5.30 a.m., local, arriving at Ottawa at 11.20 a.m., making local stops.

9.40 a.m., fast limited, arriving at Ottawa at 12.10 p.m. Stops at Coleau and Alexandria only.

4.05 p.m., fast limited, arriving at 6.35 p.m., stops at Coleau and Alexandria only.

5.50 p.m., local, arriving at Ottawa at 9.15 p.m., making local stops.

Evening train at 5.50 p.m. runs daily, Sundays included. All other trains daily except Sunday.

Connections made at Ottawa with trains for Arnprior, Renfrew, Eganville, Pembroke and all points on the O. A. & P. S. Ry.

Information and Tickets at Windsor and Balmoral Hotels, all Grand Trunk Ticket Offices, and at the Company's Office,

ROOM 414, BOARD OF TRADE.

O. J. SMITH, Gen. Traffic Manager. J. E. WALSH, Asst. Gen. Pass. Agt. OTTAWA, ONT. OTTAWA, ONT.
H. B. MUSEN, Agent, 414 Board of Trade, MONTREAL.

ULSTER STEAMSHIP CO., Ltd.

"HEAD LINE."

ST. JOHN, N.B., to BELFAST and DUBLIN.

The following first-class steamers are intended to continue the regular summer service between the above named ports:—

SS. Rathlin Head	10,000 tons.
" Torr Head	10,000 tons.
" Ramore Head	8,500 tons.
" Glenarm Head	7,500 tons.
" Malin Head	6,000 tons.
" Inishowen Head	5,000 tons.
" Bengore Head	4,500 tons.
" Dunmore Head	3,500 tons.
" Teelin Head	2,100 tons.
" Glen Head	2,400 tons.

TO BELFAST:

SS. Glen Head, on or about Apr. 14

To DUBLIN:

SS. Dunmore Head, on or about Apr. 25

To be followed by other steamers weekly from Montreal.

Through bills of lading granted from all points in Canada.

For freight and other particulars apply to G. Heyn & Sons, Belfast, Managers Ulster Steamship Co., Ltd.; Palgrave Murphy & Co., Dublin; Harold Kennedy, Quebec; Wm. Thomson & Co., St. John, N.B., or

McLean, Kennedy & Co.,

General Agents, Board of Trade Building, Montreal.

Western Agent—F. C. THOMSON, 37 Yonge St. Toronto.

J. B. TREASURE & CO.,
ELGELSIOR FIRE-POLISHED GAUGE GLASSES
AND LUBRICATORS,
VAUXHALL ROAD, LIVERPOOL.

Partridge the discoverer of the big copper claims in Atlin, arrived from England en-route for Atlin to hand over his Lakeview claims a mile and a half from the claims he sold to the Lord Hamilton, to the Rothschild syndicate of London for a large sum.

CONTRACTS OPEN.

This column is to furnish Advance Reports of Building Projects, before the Closing of Contracts, for the special use of Material Men, Supply Men, Manufacturers, Builders, Architects, Roofers, Plumbers, Gas Fitters, Bridge Builders, Foundrymen, Hardware Men, etc.

Any of our subscribers who write to parties referred to in our Contract Column, will oblige us by naming the **TRADE REVIEW** as the source of their information.

RAILWAYS, BRIDGES AND CANALS

An electric railway is to be built at Woodstock, Ont.

The C.P.R. are being urged to erect a new station at Almonte, Que.

The C.P.R. has in contemplation the erection of a station at Eganville.

The Canadian Pacific railway will build a new station to cost \$6000 at Moyie.

The Murray Harbor branch of the P.E.I. railway will be commenced this spring.

A steel bridge is to be erected across the Seguin river to replace a wooden one now used.

It is proposed to complete the remaining bridges on the Great Northern Railway this summer.

Tenders have been asked for improvements in connection with the I.C.R. property at Levis, Que.

The Hamilton Board of Works are urging the Grand Trunk Railway to build a bridge over Strachan street in that city.

Surveys are being made for a line of railway the C.P.R. propose to build from Cache Bay, Ont., to Lake Temegami.

Surveys are being made and tenders will be soon called for double tracking the C.P.R. between Winnipeg and Fort William.

A railway franchise has been granted to the Ingersoll Radial Electric Company who will at once commence the work of construction.

A bill has passed at Ottawa giving the C.P.R. power to parallel every existing or proposed Northern Pacific line in the Province of Manitoba.

The Dominion Government will give \$3000 per mile towards the construction of a five-mile spur line from the Canada Atlantic track to Parry Sound.

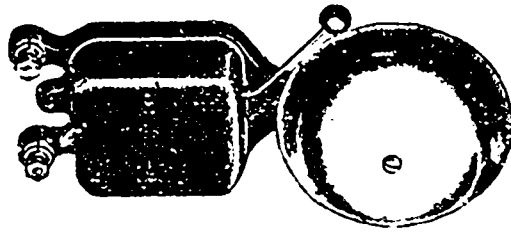
The Grand Trunk Railway has planned to double track its line between Hamilton, Ont., and Niagara Falls in time for the Pan-American Exposition in Buffalo.

A proposition has been made to the Toronto city council to construct a system of electric railways embracing the country around Toronto between Brantford, Peterboro and Georgian Bay.

The survey for the bridge over the Hillsborough River at Charlottetown, is about completed and it is expected that as soon as the site is decided upon tenders will be invited. The Dominion estimates for the year ending June 30 1901, provide \$700,000 for the branch, including the bridge.

Mr. J. B. deLorimier, who has the contract from the Department of Railway and Canals, to repair the masonry and crib-work on both sides of the Lachine canal, from Cote St. Paul to the head of the canal has got his derricks up and everything in shape to commence the work of repairing and reconstruction immediately.

Electric Bells



We carry in stock a large variety of Electric Bells, Batteries, Push Buttons, &c. We can supply the wants of the hardware trade.

JOHN FORMAN,

708 and 710 Craig St., Montreal.

Mention the **TRADE REVIEW**.

CANADA.

It is authoritatively announced that the work on Quebec's new and great bridge will be started in May, the financial arrangements between the company and a large syndicate having been completed.

The Baldwin Locomotive works expect to establish, this year a new record in the construction of locomotives. The greatest number ever turned out from the shops in any one year was 946, in 1891. This year it is confidently expected this year it is confidently expected, the 1,000 mark will be reached. In February 93 locomotives were shipped. There are now on the books orders for 700 locomotives; enough to keep the plant busy until fall.

MUNICIPAL & OTHER DEBENTURES.

Smith Falls will issue debentures for \$1025 for school purposes.

The town of Lindsay will issue debentures for the erection of a fire hall.

The City of Winnipeg will issue debentures for \$27,000 for the purchase of water pipe.

The Private Bills committee has passed the City of London, Ont., Bill providing for a confirmation of its debenture law.

The town of Welland has not yet disposed of the full amount of debentures offered. There are still \$14,000 open to bidders.

The City of Quebec is about to ask tenders for \$200,000 worth of 3½ per cent, debentures, which it has been authorized to issue for street improvements, etc.

Kingston will issue debentures for \$60,000 to bonus the Catarqui Smelting Co. which has concluded to locate in that city and erect a blast furnace to cost \$300,000.

The Toronto council has decided to issue debentures for the insurance and other expenses in connection with the second contingent amounting to \$10,000.

The School Board of the town of London, Ont., will shortly make an issue of debentures for school purposes, certain objections on the part of the council having been removed.

A by-law has been passed by the council of Fort William authorising the borrowing of \$12,000 in accordance with the debentures passed by the Lieutenant Governor-in-council.

At Stratford, Ont., a vote was taken on Tuesday on a by-law authorizing the City Council to guarantee the bonds of Mr. George McLagan to the amount of \$30,000 for the purpose of enabling him to erect a furniture factory to replace that burnt on March 1, with a loss of at least \$35,000. The vote stood 1:27 for and 25 against.

Sealed tenders, marked "Tenders for Debentures," addressed to Malcolm Stalker, Mayor, Walkerton, will be received until Monday, the 23rd day of April, 1900, at the hour of seven p. m., for the following town of Walkerton Debentures, viz: 1st. tenders for \$68,000 waterworks and sewer debentures, interest four per cent per annum, issued on instalment plan, payable in thirty annual payments, 2nd. tenders for \$7,978.22 "Consolidated Debt Debentures," interest five per cent, payable half yearly on 1st January and July each year, and principal payable on the 1st January each year, issued under 53 Vict. Chap. 107.

WATERWORKS, SEWERS, PAVING, LIGHTING, ETC.

It is proposed to install an electric light in the town of Sunderland, Ont.

The town of Welland, Ont., invites tenders for a large quantity of sewer pipe.

The Council of Bracebridge, Ont., propose to install an electric power plant in that town.

The Mayor of Toronto calls for tenders for laying the jointing water pipes for the year ending 31st December, 1900.

The sum of \$30,000 will be expended for the construction of a new city flume at the Lachine Canal in Seigneur St.

The Nova Scotia Legislature has passed a sewer act for the town of Truro in that Province and the exclusive system approved by the voters will now be undertaken.

WHOSE SCALES TO HANDLE?

The Right Answer is at the Right.

THE FAIRBANKS STANDARD SCALES

Are Always Correct, Reliable and Durable.

SCALES OF EVERY DESCRIPTION.

We can weigh a locomotive or a needle.

CATALOGUES AND PRICES ON APPLICATION.

THE FAIRBANKS CO.,

749 Craig Street, Montreal, Canada.

F
A
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B
A
N
K
S

The city of Quebec will construct an asphalt sidewalk to cost \$5000 in front of the Parliament buildings at Quebec.

The town of Dartmouth, Nova Scotia, will buy out the Electric Light Co. which now supplies the town and will enlarge the system.

The City Engineer of Brantford invites tenders for the construction of a 9-inch sewer—1376 ft in length on Henrietta and Pearl sts. of that town.

The Finance Committee of the City Council have voted the sum of \$30,000 to be expended on the contribution of new wooden sidewalks.

The sum of \$3000 for the new service pipes and \$1000 for new pipes for the water department has been granted by the the City Finance Committee.

A large amount of contract work will be put up to tender shortly at Winnipeg where it is proposed to construct a number of sewers, and sidewalks this summer.

Sealed tenders are invited addressed to the Chairman, Fire, Water and Light Committee, Winnipeg, for the supply of fire alarm system and apparatus for the city of Winnipeg. Specifications and forms of tender may be obtained at the office of F. A. Cambridge, City Electrician, Winnipeg.

Sealed tenders, addressed to the City Clerk, and deposited in the office of the City Clerk, City Hall, will be received up to 12 o'clock noon, Thursday the 12th day of April, 1900, for one return tubular steel boiler. Specifications and forms of tender, together with all information, may be obtained at the office of the City Surveyor City Hall.

The Toronto council has given notice of its intention to construct the following works: Macadam roadway North street, St. Mary to Bloor, cost \$3,327; pipe sewer on Columbus ave., from Sorauren ave. west, cost, \$820.50; brick sidewalks on King street, north side, Samach to Sackville, cost \$101, and on Simcoe st., east side, Richmond to Queen, cost \$162; cement concrete sidewalk on King street, north side, Spadina to Bathurst, cost \$1,824.

All communications, advertisements, etc., intended for insertion in "The Trade Review" should reach this office by Wednesday morning.

SCHOOLS, CHURCHES AND PUBLIC BUILDINGS.

A new school building will be erected at Dundas, Ont.

Tenders are asked for erecting a large school house in Varney, Ont.

A large addition will be made to the Presbyterian church at Renfrew, Ont.

Tenders are invited for the erection of a new Methodist church at Tiverton, Ont.

The proposed enlargement of the High School at Smiths Falls, is estimated to cost over \$10,000.

Tenders are asked for the erection of a brick school house in section No. 9, St. Vincent, Ont.

It is proposed to make important improvements in several of the school buildings at Dundas, Ont.

The contracts for the Manitoba University building have been awarded aggregating \$43,190.00.

Alterations to cost \$3000 will be made to the building of the Public Library in the town of London, Ont.

Tenders have been called for the erection of a new Methodist church in London, Ont., to cost \$10,000.

The erection of a new post office building in New Westminster, B. C., will be undertaken immediately.

The fine brick public school house at Point Edward, Sarnia, was destroyed by fire. It will be rebuilt at once.

The plans are being now prepared for the new buildings to be erected for the Queen's University at Kingston, Ont.

The convent of St. Ann, at St. Jacques, P. Achigan, Que., has been destroyed by fire. It will be rebuilt without delay.

A new church is to be built at Roxburgh, Moose creek, Ont., for the congregation of Koox church in that place.

Tenders are asked for the erection of a brick church in Mekiwin, Man. Tenders to be addressed to W. M. Inc, Mekiwin.

Trinity church at Bradford, Ont., was barred to the ground last week; a new and larger edifice will be immediately erected.

Sherbrooke is moving in the matter of erecting a public building for city offices, public library, reading room, museum, etc., etc.

A modern heating and ventilating apparatus is to be installed at the Collegiate Institute, St. Catharines, Ont., to cost \$5000.

James McEachran has secured the contract for the building of the new Catholic church at Scuria, P. E. I. The building is to be of solid Island sandstone and the contract price is in the vicinity of \$20,000.

The Baptist congregation of Cavendish and Bay View have decided to erect a new church building, and have already secured most of the funds required. The site of the new building has been chosen in the vicinity of the poisonage.

The Commissioner of Public Works at Halifax, N. S., gives notice that tenders for the erection of a Science Building on the Norm 1 School ground at Truro, will be received at his office up to 12 o'clock noon on Tuesday, 1st day of May, 1900.

It has been decided to build a conservatory chapel at the Mount Royal cemetery. The building will be 83 by 49 feet wide, and 40 feet high, and will probably be the largest of its kind in Canada. In rear of the church and connected by a corridor there will be three chambers for vaults each 50 feet long by 24 feet wide. The estimated cost is \$12,000.

A new Masonic Temple block is to be built at London on the site of the recently burned block which it is claimed will have no equal in Western Ontario and few better in Canada. Where there were eight or ten stores in the old building there will be twenty in the new. Stores will take up the whole King street and market sides. The second and third floors will be used entirely for office purposes. There will be plenty of vaults and every modern convenience. The third floor, it is expected, will be fitted up altogether for Masonic lodge rooms and banqueting halls. The stairway will rise from the centre of the building in a large light well. In the same well two electric elevators will be placed, affording rapid and easy access to any part. The total cost of the new building will be in round figures \$50,000.

MISCELLANEOUS.

A large furniture factory is to be built at Berlin, Ont., by S. Doolittle of Jagersoll, Ont.

A large rink 200x70 feet to cost \$8000 will be built on Agricola st. Halifax, N.S.

The Bank of Nova Scotia will erect a handsome building at Sydney, C.B.

W. S. Johnston & Co., will erect a large warehouse on Toronto st., Toronto to cost \$75,000.

A large brick block will be erected at New Westminster on the site of the Lytton hotel.

A. Wadson, is about to erect a large hotel at Port Arthur, Ont.

It is proposed to erect a large summer hotel at Fredericton, N.B.

The William Davies Company are about to erect a large store at the corner of Gerard and Main streets in East Toronto.

Cements Portland & Natural
All Brands.

Drainpipes All Connections

Fire Bricks Also Building
and Paving.

CONTRACTORS' and

Founders' Supplies.

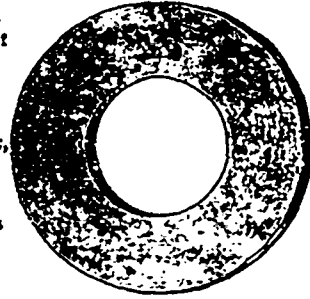
F. HYDE & CO.

31 Wellington St. MONTREAL, CAN.

Telegrams, "F. Griffiths, Wolverhampton.
ENGLAND.

F. GRIFFITHS & CO.

Manufacturers
of all kinds of
Washers,
Trunk
Fittings,
Bucket Bars,
and
GENERAL
STAMPED &
PRESSED
WORK.



Merchants of
IRON
and
STEEL
in
Sheets, Hoops
and
Strip, Bars,
Angles,
Plates, &c.

RICHMOND WORKS, BILSTON ROAD,

WOLVERHAMPTON.

ENGLAND.

A large new block will be built at Brandon, Man., by Messrs. Tink of that town.

J. Heaslip of Port Robinson, Ont., proposes to erect a large store at that place.

Large stores will be erected at Nanaimo, B.C. by Messrs. Wagnil of that place.

I. Thomson of Alberni, B.C., intends to erect a large store in that place this spring.

Tenders for three brick residences are invited by architect Caswell of Chatham, Ont.

C. Godson of Vancouver will erect a residence at Pendril street, in that city to cost \$5000.

A large addition is to be built to the Mickle & Dymont factory at Brantford, Ont.

The Reid saw mill at Dalhousie, N. B., will undergo extensive alterations and will be enlarged.

A large stone block will be erected at Rat Portage, Ont., by J. Brydon, of that town who invites tenders from builders.

Rutherford's planing mills near Louise bridge in Winnipeg, Man., have been burned. Loss \$18,000. Insurance \$5000. It will be rebuilt.

The Montreal Rolling Mills at Ste. Cenege, recently destroyed by fire will be rebuilt. The loss on the mills burned was \$50,000.

J. M. Broomfield of Halifax has been awarded the contract for building the Court House at St. John's N. F. at \$140,000.

The Great West Saddlery Company of Edmonton, N.W.T. will erect a large brick block in that town with a 70 foot warehouse in rear.

It is stated that the Canada Construction company of this city has been awarded the contract for the new harbor works at Port Colborne.

The Dominion Iron and Steel Company at Sydney, C.B. have contracted with parties in Avonport and Bridgetown, N.S., for one and a half million bricks.

At Quebec building permits have been taken out by E. Mathieu for a dwelling on King st. to cost \$5000 and by J. Boucher for a residence on Bayard st. cost \$5000.

It is proposed to build a crematorium on a lot of land which the Cemetery Trust offer to transfer for that purpose. The late J. H. R. Molson left \$10,000 for that purpose.

The manager of the glucose works at Cardinal, Ont., which were destroyed by fire on Sunday last states that the reconstruction of the buildings will be begun forthwith. The loss was \$150,000 with insurance for \$90,000.

Petrolia is organizing a company to establish a pork factory and it is probable that a building will be erected at an early day, as the project is meeting with much favor.

T. Wallison proprietor of the Moth soap works at Dartmouth, N. S. intends making a large addition to his factory buildings and to his present plant.

Tremblay's large saw mill corner Gur and William streets in this city has been burned involving a loss of \$22,000 with \$12,000 insurance. It will be rebuilt immediately.

The Howe block at Ottawa was burned on Tuesday involving a loss of over \$80,000. It consisted of six large three storey buildings. It was insured and will be rebuilt.

The mill of Mr. Louis Frechette, ex-M.P., at St. Ferdinand d'Halifax, has been burned. The loss is estimated at \$25,000. Mr. Frechette had an insurance of \$1500 on the mill. He will rebuild at once.

A floating dry dock is to be constructed on the north arm of the Fraser River, B. C., by Messrs. Cross Bros., of Westminster, and a marine dock and ways will be erected near the Lulu Island bridge, New Westminster, by McLaughlin & McCaskell, to cost \$7000.

Messrs. Terreau & Racine, Quebec are about to erect two very large stores on St. Paul street, in that city. They will cover a superficies of nearly 11,500 square feet, and cost between \$23,000 and \$25,000 when finished. The architect is Mr. David Ouellet.

The Catarqui Smelting Co., has concluded arrangements with Kingston City Council and Board of Trade to locate in the city and erect a blast furnace cost \$300,000 employing 100 men and turning out 100 tons of ore per day. The ore is to come from Hastings and Frontenac mines.

Two new pulp companies have been formed in the Lake St. John District, the Jonquiere Pulp Company with a capital of \$50,000 and the Metabetchouan Pulp Co., with a capital of \$175,000; both companies will immediately erect large mills upon their respective properties.

The Montgomery Cotton Mills Co., will soon commence work upon a new building for the manufacture of grey cotton. It will cost \$250,000 when equipped and will employ close upon 500 hands bringing the total invested capital up to \$1,000,000 and total number of operatives up to about 1,000. The company has also just completed a fine new residential building for some of the operatives. The new building will be 250 feet long 5 stories in height and built of stone and brick.

Advertiser (33) seeks engagements Clerk of Works. 17 years' experience in building trades and on first-class works in England. Thorough knowledge of building trades. Good draughtsman. Highest references and testimonials. Address, John Holden, Ashbourne Road, Rochester, Staffs, England.

F. A. Crowell has formed a co-partnership with Prowse Bros., of Charlottown, P. E. I. The new firm will be known as Prowse Bros. & Crowell. No two names are more favorably known in business circles in Nova Scotia than Prowse and Crowell. They expect to be open for business on about August 15. Their new departmental store, corner Prince and Charlotte streets, will have a floor space of 16,800 square feet.

Sealed tenders addressed to the office of Public Works, Ottawa and endorsed tenders for heating apparatus, Kentville, N. S., Post Office, will be received at the office until Thursday 19th inst. for the supplying and placing in position of a heating apparatus for Kentville, N. S. Post Office, according to plans and specification to be seen at the Department of Public Works, Ottawa and at the office of the Clerk of Works at the Kentville, N. S. Post Office. Tenders will not be considered unless made on the form supplied and signed with the actual signature of tenderers.

A new plan has been submitted by M. Bavin for utilising the Champ de Mars as a market. It includes a proposal to dig away the embankment along Craig street which is 22 feet wide and 800 long. In the space thus gained he proposes to erect a double tier of stalls, capable of accommodating three hundred vehicles and on the south another row of stalls capable of accommodating about one hundred and fifty vehicles. At either end of the Champ de Mars, St. Gabriel and Colford streets, would be the entrance, where the office which might be required could be placed, in all. These stalls would occupy a space of about a half a mile. They would be built of iron and would be substantial in every respect. After market hours, Mr. Bavin points out they could be used for a promenade and they would also be useful when the space is being used in the centre for the purpose of keeping the crowds in check. The flooring would be of asphalt and could be cleaned down after market hours in the space of half a hour. The execution of this plan means the expenditure of about \$50,000.

**Prosperous and Progressive
GAINS FOR 1899.**

A RECORD TO BE PROUD OF.

Increase in first year premiums..... \$21,600 or 21 1/2 per cent.
Increase in renewal premiums..... 49,814 or 14 per cent.
Increase in interest and rents..... 7,372 or 11 per cent.
Increase in total income..... 58,815 or 15 per cent.
Increase in assets..... 27,581 or 19 per cent.
Increase in surplus..... 12,566 or 19 per cent.
Increase in amount of policies issued..... 23,311 or 7 1/2 per cent.
Increase in assurance in force..... 1,221,774 or 9 per cent.
Decrease in expenses \$10,165 or 7 per cent.

POLICIES Automatically Non-Forfeitable.
Liberal. Unconditional.

THE MANUFACTURERS LIFE INSURANCE COMPANY.

HEAD OFFICE, Toronto, Can.
GEO GODDERHAM, J. F. JUNKIN.
President. Managing Director.
BRANCH OFFICE, 260 St. James St., Montreal.
E. W. WILSON - Chief Agent

ANNUAL FEE \$1.00.
The Canada Registry Co., Ltd.
Capital \$50,000.

Offer the following advantages:

- Immediate Aid, Care and Attendance at the Company's expense in the event of accident, sickness, unconsciousness or death.
- Immediate Identification and Notification of friends within reach of Telephone, Telegraph or Cable.
- Immediate Identification at Banks, Hotels, Express Post or Telegraph offices, or in event of false arrest at home or abroad.
- One Morocco Pocket-Book Identification Card and Key Tag; together with the Canada Accident Assurance Convoyance Policy for \$50.00 at death and \$8.00 weekly indemnity for five weeks.

Annual Subscription \$1.00.
HEAD OFFICE;
20 ALEXIS ST., MONTREAL.
Reliable representatives wanted.

Commercial Union

ASSURANCE COMPANY, Limited, of London, England.

FIRE, LIFE AND MARINE.

Capital and Assets..... \$32,500,000
Life Fund, (in special trust for life policy-holders)..... 9,548,535
Total Net Annual Income..... 8,000,000
Deposited with Dominion Government 536,000

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

Canadian Branch Office, **Montreal.**

JAMES MCGREGOR, Manager.
Special City Agents.

NORMANDIN & DESROSIER, J. M. MITCHELL,
F. M. COLE, J. H. MOONEY,
G. R. ROBERTSON & SONS, JOE. MAROIS.

Hanson Bros. Investment Brokers

Bonds Bought and Sold,
Canada Life Building,
MONTREAL.

Debentures :-

Municipal, Government & Railway Bonds Bought and Sold.
Bonds suitable for deposit with the Government always on hand.

H. O'HARA & CO.,

(Member Toronto Stock Exchange)
24 Toronto Street, - **TORONTO.**

THE Canadian Trade Review

MONTREAL, FRIDAY, APRIL 13, 1900.

A STRIKING INSTANCE.

The history of the industrial renaissance of Sault Ste. Marie, as described in the address given by Mr. F. H. Clergue before the Toronto Board of Trade, shows in a very marked degree the amount of potential wealth now lying idle in Canada for lack of the capital necessary to make it fruitful. In fact, it is a record of achievement which it is doubtful if any other country in the world could equal.

Some years ago the great amount of water power going to waste at the outlet of Lake Superior attracted his attention. Enlisting the aid of American capital, the necessary works for its development were constructed. The question then arose as to how this energy could be best turned to account. And the abundance of spruce in the vicinity turned the attention of the syndicate to the manufacture of ordinary pulp. To dry the pulp for shipment necessitated the construction of new machinery, and for that purpose a foundry and machine shop were built. The next enterprise was the manufacture of sulphide pulp. The cost of bringing sulphur and other necessary chemicals to the pulp mills was a serious drawback, and efforts were made to induce the managers of the nickel mines of Sudbury to save the sulphur which was wasted in the roasting process. Not discouraged by the unfavorable results of former experiments, the company secured the services of expert chemists, who devised a scheme for saving the sulphur formerly wasted in the nickel ore. The next move was the purchase of an ore deposit for \$100,000, and the development of a mine, the ore being roasted and the sulphur saved for use at the pulp mills. There were still some by products to utilize and some chemicals to obtain, and the ore was found to contain a combination of nickel suitable for the manufacture of nickel steel. Some of the ore was found to contain copper, and to separate it a refining plant was established with adequate capacity.

All these industries were the fruit of the water power scheme, which had at first been entered into simply for the purpose of leasing power to other mill owners. Nor were these the final outcome. The manufacture

SUCCESS.

LOWDOWN TANKS

have stood the test of time, having been on the market over ten years.

They are

GUARANTEED



Style 90 A.

By the Largest Exclusive Manufacturers of
SEATS, TANKS & BATH TUBS
In the World.

THE BUICK & SHERWOOD MFG. CO.,
942-964 Champlain St., Cor. Meldrum Ave., **Detroit, Mich.**
299-305 Beaufait Avenue.

of nickel steel required a supply of iron and it was believed that this metal did not exist in large quantities north of Lake Superior. But, having already found so much in Algoma, Mr. Clergue and his associates had confidence in the resources of the district and the result of prospecting expeditions showed their confidence to have been wisely placed. They found a deposit of iron ore containing several million . . . To reach this iron deposit and to increase the supply of pulpwood it is proposed to extend the company's railway, the Algoma Central, to Michipicoten, some 200 miles in all. It is intended to have this line completed in two years. The possibilities of this combination of nickel and iron have been brought to the attention of the Krupp firm and a market with the famous gunmakers is assured. To utilize some of the by-products and to procure the alkalis necessary in the pulp and reduction works it was decided to establish a chemical works, and to undertake the manufacture of bleaching powder. Thus out of the utilization of the water power sprang a round dozen of industries, the pulp mill, foundry, machine shop, nickel smelting plant, copper reduction works, iron works, extension of railways and chemical works, besides the opening of two large mines and the utilization of the sulphur which had previously gone to waste.

The unique feature of this unequalled expansion from one source of energy lies in the fact that the raw material for all these industries is found in close proximity to the water power. The only important ingredient missing is salt, which is a product of South Western Ontario. This is the point that will strike the investor most forcibly. The energy and the raw material are practically side by side. And the fact they impress upon us is the value of our natural resources and the ease with which they can be made productive by the which vitalizing power of capital.

THE GRAIN COMMISSION.

The report of the commission appointed by the Dominion Government to enquire into the elevator system of Manitoba and the North West seems to indicate that real grievances exist, and that the charges of the farmers against the buyers and elevator owners over the grading of the wheat are not altogether baseless. Farmers have been complaining for some time past over the compulsory charge for cleaning, have all along objected to the dockage of one pound per bushel

for waste, and felt that it was unfair to be forced on all occasions to load through the elevators and pay their charges. It was also felt that the agreement between the railways and elevator-owners favored the creation of combinations and prevented competitive buying. All these grievances were aggravated by the absolute refusal of the railways to accept grain for shipment at points where standard elevators of 25,000 bushels capacity had been built except through such elevators.

The trouble seems to have risen principally out of the Act whereby wherever a standard elevator was built no grain could be received from a flat warehouse nor direct from farmers' waggons or sleighs. This attempt to give a legalized monopoly to standard elevators has always irritated the farmers, who preferred the flat warehouses which are simply large bins on posts beside a railway or siding accessible by a sloping driveway. It was essentially the device of the small buyer, and the farmer who desired to have his wheat graded by the official inspector at Fort William. In accordance with the railway regulations, wherever a standard elevator was built the company refused to allow any other method of handling. The flat warehouses and their owners were crowded out, while the farmers were denied the benefit of competitive buying and were subject to charges and exactions which they regarded as unfair.

This same trouble has arisen in every one of the great wheat growing districts. Similar trouble arose in Minnesota and the Dakotas which were settled by regulations which our own grain commission consider would be equally applicable to Manitoba. The commissioners report that it is unfair to require a farmer to pay for the passing of his grain through an elevator so long he can save or decrease the expenses by loading directly or through a flat warehouse. They reported also that the dockage of one pound per bushel is excessive, and that relief from such imposts and from unfairly low prices can be obtained only by giving the settler every possible freedom in the selling and shipping of his grain. They recommend to the Government that flat warehouses be permitted at shipping points, and that sidings and loading platforms be erected at which the farmers can load wheat direct into the cars from their vehicles.

This seems fair enough. No doubt the first interest to be considered is that of the wheat-growers, and if the

legal endorsement of the commission's report be found to unfairly affect the railway or elevator companies it will be an easy matter to provide needed relief. So far the railway companies and elevator-owners have devised and established all the regulations under which grain has been sold and shipped, while the farmer has been very largely ignored, or satisfied by being told that he was the chief gainer by the elevator monopoly. This may, or may not be true. At all events the truth of the assertion is best proved by permitting absolute freedom of competition. If the standard elevator, which its facilities for cleaning, handling and storing grain, is the most profitable one for the farmer, the flat warehouse and the loading platform will soon vanish. But it will be only fair to give them a trial. If they are of no other value, their presence will benefit the farmer by assuring him of fair treatment at the hands of the standard elevator men.

AN UNJUST BILL.

There is now before the Ontario Legislature a bill which, although couched in general terms, is palpably levelled at the large departmental stores. It is intended to empower Town and City Councils to impose a graduated and progressive tax on all merchants, firms and corporations selling at retail in open stores under one roof goods "of several different kinds," or who deliver such goods to consumers by mail, railroad or other public conveyance. The tax is limited to 2 per cent. of the total sales, and exemption is accorded to auctioneers, coal dealers, sellers of agricultural products, and all merchants and firms whose total sales are less than \$50,000 a year. The proposed tax is to be in addition to the personalty, real estate and other taxation paid by the merchants and firms subjected to it.

Fortunately it is hardly likely that the Bill will ever become law; for any measure taxing merchants on the gross proceeds of their sales is based upon a wrong principle at the outset. In addition to this list of exemptions the bill contains constitutes an unfair discrimination in favor of certain branches of business. Why should a man selling different kinds of fuel, or different lines of carriages, be exempt from taxation when a man who sells different classes of dry goods is called upon to pay? Why should a man whose energy and enterprise have extended his business above the limit of \$ 0,000 per annum

be forced to pay 2 per cent. upon it, when his less successful neighbor is exempt? Is it fair to tax business ability? Is the possession of ambition and commercial enterprise a crime to be punished by a heavy fine? This is what the bill under consideration would amount to, if it ever became law.

In fact the measure is built upon the lines of trade unionism. In all trades unions the broad principle is laid down that no one man is to be allowed to do more or better work than his less industrious fellows, or in any way to single himself out from the common herd. Their rules are intended to put the poor and idle workman on the level with the best, by rigidly curtailing the opportunities of the industrious and skillful. A level wages scale in which the worst and the best workmen receive precisely the same, and a limitation of the amount of work permitted to be done to the output of the slowest, constitutes their idea of the millennium. This measure is founded upon similar lines. Its aim is to restrict each man's business to an overturn of \$50,000 a year, by imposing a heavy tax upon it the moment it extends beyond this amount. In other words it is a tax, and a heavy one, upon commercial energy and enterprise, intended to give the laggard in the race for business an unfair advantage over their more go-ahead competitors.

The function or purpose of the merchant in our system of social economy is the transfer of goods from the producer to the consumer. And the merchant who can accomplish that task with least expense, and can place his goods before the public at the least cost, is the merchant who will draw the trade. It is the same in business as in manufacture. As the cheaper steam engine replaced the horse power, so is the cheaper water power replacing the steam engine. Yet no one has suggested a tax on the steam-engine in the interests of the horse, or a tax on water-powers in the interests of steam users. Why then tax cheaper methods of sale? If having many kinds of goods under one roof accomplishes the purpose at less expense than having one kind of goods under many roofs, the former method will be adopted if not obstructed by legislation. If it involves less expense to transfer goods from the producer to the consumer by the use of one large store than by using two, three or four small ones, the large store will supersede the small ones as surely as steam superseded horsepower. There will always be a

field of usefulness for small stores and for horsepower, and that field will always be the extent to which either economically serves a useful purpose. But the cheapest method of distribution is the one that has come to stay, and the one that is most in the interests of the general public. For the less margin of profit is exacted, and the less the public has to pay for the goods. Hence to tax the enterprising merchant on the results of his foresightedness is to tax the whole community for the sake of his less wide-awake rivals. And this is manifestly unjust and unfair.

CHEAP INSURANCE.

The question of cheap life insurance is one which possesses a certain amount of fascination for the average man. Few men are sufficiently level-headed to realize that absolute security cannot be guaranteed save at remunerative rates, and that, unless their insurance is absolutely secure, it is practically not insurance at all, no matter how gaudy the policy or how imposing the rows of figures the agent may quote. Yet men will still go in for cheap insurance. Were it not so, there would not be so many insurance societies, and we should not hear so often of their collapse or of the losses of those who took out insurance in them simply because it was cheaper to do so—for a while—than to pay the level premiums in a sound, well-established company.

Yet the sufferers do not really deserve commiseration. They go into these societies with their eyes open because they are able to start their policies at a low price per thousand, and regardless of the fact that they receive no guarantee or explanation as to how this low price is to be rendered permanent unless new members can be secured with sufficient rapidity to keep the rate of mortality abnormally low. Consequently, when the death rate increases, as it inevitably must with the lapse of time, and the new membership is not sufficient to keep down the cost, either the society must wind up or the premiums must be increased until the insurance is no longer cheap. They then awake to the fact that, although insurance can be carried on for a while on plans which provide only for the present much cheaper than on plans which provide for future insurance also, it is only for a while. It will not last forever. Then they are filled with regret that for the sake of a small temporary saving in premiums they have gone into a concern which fails them at

the moment when they are most in need of protection and when, by reason of advancing age, the cost of legitimate insurance is naturally increased, if indeed it be possible for them to secure it at all.

Everyone knows that with every succeeding year of life the prospects of death grow greater in a gradually increasing proportion. If then the risk of death increases in each successive year, it falls that, to be permanent, any insurance concern must make provision therefor by either charging an advancing premium to cover advancing cost, or a level premium which is sufficient from the outset to provide for the increase in the death rate. This is simply the logic of common sense, the outcome of long and bitter experience. Yet there are men who will enter any scheme that promises cheap insurance at the moment simply because it is cheap. Are such men, then, legitimate objects for pity?

MR. D. A. McCASKILL.

This issue would be lacking in an important and interesting particular, if it failed to include a reference to Mr. D. A. McCaskill, who is, at once, a native of Cape Breton and a citizen of Montreal. Mr. McCaskill's high personal character and prominent commercial status in this city have established a link between his native and his adopted home which entitles him to be regarded as the representative Cape Bretonian in our midst, if not, indeed, in the Upper and Western provinces of the Dominion. Mr. McCaskill was born in Victoria County, Cape Breton, in 1845, and came to Montreal in 1875. After a connection of five years with one of the largest commercial houses of the city he commenced business on his own account. With a naturally keen grasp of mercantile matters and trade requirements, supplemented by great energy and perseverance, he soon achieved an assured position in the commercial world and founded the firm of McCaskill & Dougall, the now widely known varnish manufacturers, of which he is still the senior partner. "McCaskill's varnishes" are to-day a household word throughout the Dominion and hold a deservedly high reputation on both sides of the Atlantic, enjoying special favor with all the great railway companies who give them preference over the standard foreign brands. Mr. McCaskill is a firm believer not only in the coal of Cape Breton but in the gold of British Columbia, and has a large interest in many of the more important mines of that province.

He does not allow his business engagements, many and important as they are, to monopolize his entire time or energies, but gives much of it to public affairs. He is an enthusiastic politician and a prominent supporter of the Liberal Conservative party, is Vice-President of the Sir John A. Macdonald Club, and will be its next President, if he so wishes. He is an out-and-out Protectionist and a staunch supporter of Sir Charles Tupper, for whose ability and loyalty he has an unbounded admiration. He is fully spoken of as a candidate for a Montreal or Cape Breton constituency for the next general election.

True to, and now prouder than ever of his "native heather," he frequently revisits the scenes of his youthful days, the heath and mountain land of Cape Breton. To the city of his adoption he has proved a valued and generous benefactor, building up an establishment which supports a small army of bread winners, and thus playing the part of a good citizen, a title which few men better deserve than this worthy son of Cape Breton.

CAPE BRETON.

We beg to draw the attention of our readers to the illustrated special article upon Cape Breton which appears in this issue, since it contains an amount of information with regard to that important section of the Maritime Provinces which will prove of interest to both financial and commercial men and which has never before been given in so concise and comprehensive a manner. The important industries now located at the Sydneys have brought Cape Breton into well-deserved prominence and merchants and manufacturers will undoubtedly be interested in the facts we present of this promising market for their goods.

FINANCIAL.

The market closed weak and undecided as it usually does before a prolonged holiday. Here and in New York it will not reopen until Monday and in London not until Tuesday and consequently there was considerable closing up of contracts. For professional traders do not like keeping open contracts for so long a period at any time, and at this time especially they have in mind the varying possibilities of the war in South Africa, the war in the sugar trade, the showing to be made by the New York bank statement on Saturday, the possibility of gold exports by Saturday's steamers, to say nothing of the undisclosed possibilities which always lie hidden in the future, ready to disclose themselves without any premonitory symptoms.

The slight reaction at the close was due to the fact that most of the uncovered contracts remaining after the recent liquidation were on the short side and the demand to cover was of great assistance in rallying prices. In New York, in addition to this, the pools which exist in a number of stocks adopted aggressive tactics for an advance, taking advantage of the disinclination of the bears to extend their commitments on the eve of the holiday. After the demand from the shorts thus forced to cover had been satisfied, the pool manipulators began to find themselves alone in bidding for stocks, with a steadily augmenting burden of realizing sales as prices reached the higher level. The process of bidding up prices was, therefore, discontinued, and the market lapsed into comparative dullness and sluggishness.

Locally the money market closed dull with call loans ruling from 5 to 5½ per cent. In London call money was 3 to 3½ per cent, and the rate of discount in the open market was 4 to 4½ per cent. The Bank of England rate is unchanged at 4 per cent. Bar silver steady at 27½d per ounce. In New York money on call ran from 3½ to 4 per cent. Prime mercantile paper 4½ to 5 per cent. Sterling exchange, firm, 487½ to 487½ for demand, and at 483½ for sixty days. Posted rates, 484½ and 4.88 and 4.88½; commercial bills, 4.83 to 4.84. Bar silver, 59½c. Silver certificates, 60½c to 61½c. Mexican dollars, 47½c. Government bonds, heavy.

In this market foreign exchange closed firm. Between banks sterling sixties were 8½ to 8 13 16; demand, 9 7 16 to 9½; and cables, 9½ to 9 13 16. Counter rates were 9 to 9½ for sixties, 9½ to 9½ for demand, and 10 for cables. Commercial sixties were 8½, and three days' sight bills, 9½. Paris francs were 520 for long, and 516½ for short, and Berlin marks 94½ for long and 95½ for short. New York funds were 1 64 dis. to 1-64 prem. between banks, and ½ to ¼ over the counter.

THE OSSEKEAG STAMPING COMPANY LIMITED.

Our representative had an opportunity recently of visiting the above establishment and was shown through their extensive plant by the management, and found the company busy in all its departments. The factory which is one of the largest in the Lower Provinces, is situated in the village of Hampton, on the line of the Intercolonial Railway, 22 miles from the city of St. John. The factory, which is composed of five buildings, is right on the line of Railway and have a private siding of their own, thus, not only having excellent means for the shipment of goods, but also the unloading of coal, of which they use very large quantities. Upon entering the Company's yard, the first building (a one story brick one) is used for japanning, and in it girls were busy at work japanning the various lines made by the Company. To the right a large building contains the machine shop and press room on the lower floor, while on the second the pieced ware department is situated. In the machine shop seven machinists were busy on die work, while in the press-room there was a large quantity

of machinery in motion making the various articles manufactured by the Company. Our representative was taken to the cellar of the building and shown the large assortment of dies, and judging from the number he would say that the Company's statement "that they are prepared to make a full line is fully warranted. On the second floor, grooving machines, wiring machines and double seaming machines were busily at work on pieced ware and judging from the way they were turned out, we would say that they are in a good position to compete in this line. The next building contains the raw stock room, in which there are large quantities of steel and tinplate, the pickling room, in which the steel is pickled preparatory to being enamelled, and the mill room in which the enamel is ground. The next building contained the burning and dipping rooms. The enamelling of steel is very interesting. The process of manufacture from the dipping room, in which there were a large number of girls dipping the various articles, to the drying room, and thence to the burning room where they were subject to the intense heat of the muffle, was watched with great interest by our representative; and judging by the quantity going through during his short stay, the output of this department must be very large. In the assorting and shipping rooms great activity was seen, and judging from the number of cases being put up, we would say that the Company's claim to a large increase of business, is fully justified. We next visited the galvanizing and retinning rooms and found the same activity in progress.

The company are now making a full line of enamelled ware, and pieced tinware and galvanized ware. Our representative was shown a piece of the new "sterling ware" made by the company, and would say that it is equal, if not superior, to any goods on the market.

The management report a steady increase in their business, and are always pleased to quote prices on application. They employ over one hundred hands.

We would cheerfully recommend The Ossekeag Stamping Company to all intending purchasers in this line.

Jos. Brodie & Co, boot and shoe jobbers of Quebec, have assigned. The principal creditors are the Toronto Rubber Co. \$14,000 Molsons Bank, discount \$37,000 and Banque National \$5,000. He was formerly of Campbell and Brodie, and also Vice President of the Standard Boot Co. which was closed up and liquidated. His father is wealthy and may probably come to his assistance.

Hotel Bedding.

The humblest hostelry in Canada can afford to furnish its rooms with our pure Cotton Top "Health" Mattress. \$3.00 full double size.

We are also the sole makers of Ostermoor's famous Patent Elastic Felt Mattress. \$15.00 for the full double size.

We have furnished the entire bedding for Chateau Frontenac, Quebec, and for many other modern Hotels and Schools.

**Our Goods are Perfect.
Our Prices are Right.**

Our Complete Illustrated Catalogue will be mailed to you free. All about pure bedding.

The Alaska Feather & Down Co., Limited.
294 GUY STREET, MONTREAL, CAN.

CAPE BRETON, N.S.

The Sydneys, the Largest Centres of Manufacture and Commerce East of Halifax. Other Points of Interest in this Island of Wonderful Resources.

Coal, Iron, Copper and Minerals of every kind being developed. Industry growing apace. Population increasing by giant strides. Atlantic Fisheries gathering in importance.

Sydney Harbor, acknowledged to be the best in America, and the second best in the whole world, as is proved by indubitable facts.

A REVIEW OF CAPE BRETON AND THE SYDNEYS IN THE LIGHT OF PRESENT DAY PROGRESS.

The whole commercial world has been talking about Cape Breton. During the past six months it has been a very general experience that all roads lead to this charming island; and Sydney harbor has been heralded "as the nearest point to everywhere." The history of the Island of Cape Breton tells a tale of battles and sieges, and of pioneer efforts of colonization as far back as the earlier discovery of America. The bracing climate and magnificent scenery of Cape Breton have made it a favorite resort for summer tourists and all who seek a clime which possesses those qualities of sun and air most celebrated and health-renewing. For many years Cape Breton has been noted for its resources of mine and forest, stream and sea; but the cause of its being brought into such prominent notice in recent days is the very large investment of capital in the coal and iron industries on the eastern shores of the Island. Notwithstanding the historical interest and commercial importance attaching to this portion of Nova Scotia, there are millions in the western and middle sections of America to whom the name of Cape Breton is only a geographical expression. To many, scarcely that. Much is required to be known about this country yet, even by those people most interested in it. And the purpose of this article is to supply full and accurate information regarding its position, extent and resources; to describe its commercial, industrial and social life, and also to make it plain to men of means that Cape Breton is a good place for a profitable investment of money (industry and individual intelligence not barred) because of its vast stores of buried riches awaiting development, and because from its position and facilities for water transportation it is bound to speedily become a grand hive of commerce and of manufacturing industries. It is freely predicted, albeit most conservatively, that within five years from this present date the district in and about the Sydneys will be the largest centre of population in the Maritime Provinces. Anyone not carefully informed may be excused for indulging in a little scepticism anent this statement. Let us see what may be said in support of it, and then let riot reign for a moment in the imagination. First consider the list of employees representing the number of men engaged by the coal mining companies operating within the area fronted by the Sydney harbor and Louisburg. The Dominion Coal Company's employees by date of July 1st, 1900, will

number 6,000. Those of the General Mining Association (now owned by the Nova Scotia Iron & Steel Co.) by the same date, 1,000. The Dominion Iron & Steel Co., 3,000. Count those employed in other avocations, such as railroads, lumbering, fishing and in the very respectable number of manufacturing establishments hereabouts numbering easily another 2,000, and it is seen that by July 1st this district, encompassing a line of some forty miles from Louisburg to North Sydney and Sydney Mines, will contain a population of 12,000 workers engaged in the various industries already established. Add to that number the increase sure to accrue on account of the establishment and construction of the works of the Nova Scotia Iron & Steel Co. at North Sydney—which is assured—not less than 3,000 men, and the grand total of 15,000 men employed in industrial pursuits in the district mentioned is a thing of fact. According to the well established rule of enumerators allowing an average of $3\frac{1}{2}$ population for each individual, we see now, or in prospect, only a third of a year hence, a population on these shores of 52,500 people. It would be amazing if with this grand nucleus it were not possible to witness without exaggerated imagination the hundreds of thousands who will shortly congregate in Cape Breton and at the Sydneys. The mists that have so long enshrouded the Island of Cape Breton, that "ultima thule" of this vast Dominion of Canada, are fast dissipating, and to-day this comparatively unknown domain emerges, and stands revealed as the cynosure of the eyes of commerce of a whole world. "Peace has her victories no less renowned than war," and while the warmer sentiments of Canadians are to-day centered upon the sanguinary conflict in South Africa, and the splendid heroism displayed by their countrymen there, the more practical aim of Anglo-Saxondom proceeds onwards to fields where missionaries preach commerce, manufacture and finance. Just now great efforts on the lines of material development find in Cape Breton those energies of earth and sea best qualified to insure a harvest rich and plentiful. Triumphs of industry which will bear the fruits of a robust and permanent prosperity, are on the cards for Cape Breton and the promise of greatness is already achieved. Patience grows into unwearied habit sometimes, and one might be tempted to consider it as apathy on the part of the inhabitant of a land distant from the scene of population and endeavor,

and that the capacity to assume and to enjoy the activity of a great and sudden development around him would not become easy. Nothing could be farther from the truth. Commercial disappointment, futility of effort, and periodical depression has not left the native of Cape Breton despondent; and to-day, when prosperity is thundering at his door, it finds him wide awake, alert and prepared to take advantage by every legitimate means of the mass of opportunity now offered. The new blood now flowing in through the arteries of progress, causes the pulse of this people to throb harmoniously, beat for beat with that of the epoch.

HISTORY.

The earlier history of Cape Breton is more romantic than industrial in the broader sense, and therefore, does not in any considerable sense come within the purview of this article. Those who are interested in the march of historical events, the writer would respectfully direct to the special annals of the Island, the late Richard Brown, and Sir John Bourinot, clerk of the Canadian House of Commons at Ottawa. The subjects meant more particularly to be dealt with here shall have reference to the industrial and kindred characteristics of the country. So many efforts have been made and so much has been recorded regarding the ultimate development of the immenso resources lying perdu in the four counties of the island, that really it is one of the wonders, not to say marvels, of the age, that capital has only recently been induced to recognise the advantages sure to accrue to investors in this field. The untold wealth which lies at the very feet of and capital labor in the shape of fuel, the best soft coal in the world, the rich iron deposits ambushed in Cape Breton, and found massed upon the very surface of great Bell Isle, in the colony of Newfoundland, the marvellous areas of limestone throughout the whole country together with ports of egress which, for excellence in every way challenge the nations of the earth, all contribute to a confederacy for the production and exportation of iron in its commercial guise, not excelled elsewhere on the globe.

RAILWAYS.

The pioneer railway of Cape Breton was constructed by the General Mining Association in 1834, between Sydney Mines and the port of North Sydney, a distance of about 3 miles. According to the authority of Sir John Bourinot in his excellent publication—"Cape Breton and its

Memorials"—agitation for railway construction with the outside world first began in 1851, "but" in the words of the author, out of the 25 gentlemen appointed to draft a report, only two have lived to see a railway in 1890 opened to Sydney." Many years intervened between the building of the General Mining Association's railway, and that of the International Coal and Railway company, which is now operated by the Dominion Coal Co. Following the International Company's railway came that of the Glasgow and Cape Breton railway company built by F. N. Gisborne who represented English capitalists. Since the acquisition by the Whitney Syndicate in 1893 of all the coal areas to the southward from Sydney, the late Mr. Gisborne's line has been allowed to practically collapse; to fall into desuetude so to speak. But the outlook portends that its future operation is within the bounds of possibility. The Inverness and Richmond railway, promoted and now under construction by Messrs. Mann and McKenzie, contractors, has for its primary object the development of coal areas at Broad Cove. This line will also prove of incalculable benefit to the people of those counties who have long sought but have never known the advantages of internal railway communication. The Canso and Louisburg Railway Co., an enterprise promoted by American capitalists who are represented by Col. Henry Alton, Vice-President and General Manager, is seeking legislation for the purpose of enabling it to construct a line of railway from the port of Hawkesbury on the Strait of Canso to St. Peters, and from thence to the port of Louisburg on the Atlantic seaboard. By this line it is sought to inclose territory not comprised within the scope of the Intercolonial Railway. But the highway of the greatest importance at present operating in Cape Breton is of course the Intercolonial Railway, which is the only terrene agency linking this Island to the outside. Prior to the construction of this line ten years ago the position of Cape Breton Island was unique as an English speaking section of the Empire having for one half of the year scarcely any communication with the outside world. The capacity of the I. C. Railway which in this Island extends from Canso to the Sydneys, a distance of 90 miles, has become so nearly exhausted by the extraordinary demands of freight and passenger traffic since the beginning of the new prosperity that frequent representations have been made to the Department of Railways and Canals at Ottawa, calling upon it to extend the usefulness of the route by increasing the speed, and number of trains, improving the road bed, and general arrangements of the line, not to mention the necessity for increased yard space here at Sydney, and better facilities for handling freight and express after arrival. The scarcity of sheds and side tracks here is paralysing the whole service. However, the government has placed in the estimates some items of expenditure which, while a step in the right direction, are nevertheless wholly inadequate. One of the most serious obstacles in the way of perfect railway communication between Cape Breton and the mainland is the slow and tedious manipulation of freight across the Strait of Canso. This is of course more striking in winter than it is in summer. The process is antiquated, and would scarcely be tolerated in any other portion of Canada or the United States where similar interests are involved. The Strait of Canso is less than a mile wide between the nearest points of land, and it has been estimated

that a suspension bridge connecting Cape Breton with the mainland would cost but little more than \$3,000,000. The directors of the Canso and Louisburg Railway Co. have been making soundings and calculations which have enabled them to reach that conclusion. Some discussion has proceeded with reference to a tunnel also; but by many this is considered to be undesirable when compared to the bridge.

AGRICULTURE.

Cape Breton comprises an area of 3,100 square miles, or nearly two million acres, (inclusive of inland waters) which embraces large territories of forest and unreclaimed lands. Those interested in agriculture claim that while much of this territory, more especially that which directly faces the broad and restless Atlantic, and those districts in close proximity to the coal mines, is unfit for the purpose of production, but that the quality of the soil bordering on the inland lakes and streams, and in the interior of the various countries is not inferior to any in the Dominion. However, with comparatively few exceptions, no vigorous efforts have ever been put forth looking towards a general and systematic cultivation. Many farms are lying undeveloped while their owners seek speedier profit in the coal industry. Certain it is that neither live stock nor farm products have been sufficient of late years to sustain the people. Agriculture, stock raising, dairying and market gardening must, however, receive a great impetus through the development of urban population which must be fed, and which is now supplied from other portions of the province and P. E. Island.

MANUFACTURES.

The people of Cape Breton in the past have been very modest in their attempts in the field of manufacture. The history of these must remain unwritten until the completion and expansion of the iron industry. In a few years records of these will probably surpass any of the many enterprises of the Island.

EDUCATION.

The advantages for a preliminary education in Cape Breton compare favorably with those of any other section of the Dominion. There are no colleges on the Island. The nearest secular institution of that kind being at Halifax. But with the broadening light on the industrial horizon comes a hope that almost embodies a prophecy that a university for the propagation of technical knowledge will in the near future become a certainty, because it will become a necessity. With the opportunities afforded by the existence of coal producing industries, and the introduction of that magnificent enterprise, the Dominion Iron and Steel Co., and the industries, electrical and mechanical that are bound to follow it, what a field is opened up here for practical demonstration, and positive experience for the student who requires to equip himself in this age of iron!

FISHERIES.

The unrealised and living wealth that moves beneath the surface of the inland lakes and the bosom of the turbulent Atlantic is a theme that is more practically illustrated by fishermen from the United States than by the coastal population of Cape Breton. Spasmodic efforts have been made in the past to tempt capital into the country for the purpose of developing this industry; and while recognizing that millions of dollars have been successfully invested in these very waters, by those engaged in the industry in the

fishing marts and centres of Boston, Gloucester, and other American cities, the writer naturally looked about him for a reason explaining the timidity of Canadian capital in this respect. Prohibitive duties, no near market, and the absence of cold storage facilities seem to explain this neglect. The recent practical interest of the department at Ottawa, which has made great advances towards the introduction of cold storage has given new hope to the toilers of the sea, and may be instrumental in opening up a market for fresh fish throughout the whole of Canada. According to the report of Inspector A. C. Bertram, the total product of the fisheries amounted to \$1,061,235, an increase of a little above \$5,000 over the previous year. The catch of lobsters decreased in 1898, although there was a large increase in the quantity of live lobsters shipped. Some capital has been invested in this industry toward the establishment and operation of canneries at Gabarus, Fourchu, and all other points along the coast. It is expected that in the general distribution of energy and industry, when the population of Cape Breton increases, the fisheries will not be neglected. They must find a ready local market and be allotted a share of attention commensurate with their importance.

LOBSTER FISHERY.

There are in all about 50 canneries in Cape Breton, and the annual pack is some 25,000 cases representing 8,000,000 of lobsters, the value of which is \$300,000. In addition to this about 1200 crates of live lobsters are exported to Boston which are worth \$15,000 more.

The legal season for prosecuting this fishery in Cape Breton is from May 1st to July 31st, from Red Point in Richmond County to Cape St. Lawrence in Victoria County, and from April 1st to June 30th in the remaining districts; the size limit is fixed at 8 inches, and berried or seed lobsters are supposed to be liberated alive. Over 3500 people are employed in this industry which is one of the greatest in the country. Preparations for the coming season are on a larger scale than usual, and every fishing district will be fished to its utmost capacity.

FOR THE TOURIST.

There is an inland lake, running from north-east to south-west, which divides the island into two sections. It is called the Bras d'Or—the Golden Arm. This sheet of water and its verdurous environment form one long pageant of surpassing beauty,—a beauty that lingers in the mind long after the scenes have passed beyond the reach of vision. Over the surface of this lake the pleasure seeker may sail for hours, threading his way through narrow channels, passing over waters of great expanse, or anon reposing upon the friendly bosom of some small estuary shadowed by the overhanging foliage. Thousands of American tourists, worn out by the fever of a busy existence seek restoration by the side of the cool waters of the lake, or beneath the sheltering brow of the rugged mountains. Indeed in recent years, the whole island has been regarded as the legitimate summer demesne of people of wealth in the neighboring Republic. Baddeck—that bewitching little maiden seated upon the rim and having her marble feet in the ripples of the lake—has been immortalised by Charles Dudley Warner. This town has for many years been honored by such permanent summer residents as Alexander Graham Bell, inventor of the telephone, and George Kennan, the Siberian enthusiast. There are many evidences of beauty throughout the whole

Island, besides several scenes of historic interest. North West Arm, Crawley's Creek, Forks Lake, and Wentworth Creek, are gems in the setting of Sydney Harbor, while Mira River and Catalano Lake, are the haunts of scores of visitors. The trout and salmon fisheries of Margaree River, in the County of Inverness, attract hundreds of Canadian and American anglers during the season. The tourist traffic to Cape Breton has increased to such an enormous extent in late years, that projects are now going forward for the construction of summer hotels at the most attractive spots.

CENTRES OF POPULATION.

The Island of Cape Breton had, according to the census of 1891, a population of 86,794, which is divided between the four counties as follows: Cape Breton, 31,223; Inverness, 25,781; Richmond, 14,400; Victoria, 12,390. The following is a list of the chief towns in the Island:—Sydney, Cape Breton County, North Sydney, Sydney Mines, Glace Bay, Louisburg, Port Morien, Port Hood, Inverness, Port Hawkesbury, St. Peters, Arichat, Baddeck, Victoria. Besides these there are numerous fishing villages scattered about the coast which form centres of the farming districts.

SYDNEY.

The old metropolis and largest town of Cape Breton—the latter dignity was sharply disputed by the town of North Sydney for many years—was founded in the year 1783, by Major Frederick Des Barres and named after Lord Sydney, the Honorable Thomas Townshead, who in the same year was chiefly instrumental in separating the island from the then Province of Nova Scotia, to which it was reunited in 1819. The town of Sydney is picturesquely set upon a peninsula, and has all the guarantees of a model city in the mathematical delineation of its streets and the gentle incline of its territory toward the waters which lave its shores on the north, east and west. Its proximity to the mining areas of the Dominion Coal Co, and the extremely safe shelter it affords to the storm tossed mariner, render it an ideal point of shipment for the produce of the mine. Previous to the initial operations of the great industry now in course of construction, Sydney claimed a population of 3,500 which has in the last 8 months been augmented by about 5,000 new arrivals, who have been attracted hither by the splendid opportunities for existence presented by the original enterprise of H. M. Whitney. This population will be further increased. Fronting the town is the northern arm of Sydney Harbor, a magnificent sheet of water, and a favorite resort of the British and French naval squadrons on the North Atlantic Stations. It is perfectly sheltered, has a depth of 30 feet of water at the head of its smallest wharf, and is devoid of a single shoal. Besides the attractions already mentioned Sydney possesses a trotting park, a place of public recreation known as Victoria Park, a private lawn tennis ground, etc. It has water works, a fire department, and an electric light plant, telephone communication within itself and connections with adjacent towns, steam boat connections with North Sydney, Ingonish, and points on the Bras D'Or lakes. Five banks are located in this town: the Bank of British North America, Commercial Bank of Windsor, the Merchants Bank of Halifax, the Uni Bank of Halifax, and the Bank of Montreal. Amongst a number of good hotels the principal ones are the "Sydney," and the "Cabot" each

overlooking the harbor. The town has six churches, and a fine Y.M.C.A. building, an Academy, and a Convent. Capital is being subscribed at present for the purpose of building an Opera House to cost \$50,000. There is no doubt that in a couple of years the growth of improvement which will take place in Sydney will completely change the face of it.

FROM THE MAYOR OF TRURO.

Editor CANADIAN TRADE REVIEW, Montreal. Sir,—I have seen your admirable illustrated issue devoted to Newfoundland. I understand you are shortly to dedicate a number to Cape Breton, the "new Sydneys" in particular.

Your reading matter for such an issue would be incomplete, and you would not be doing full justice to the great "eastern door" of Canada, did you not urge better connection between the mainland and this wonderful island of wealth across the ever convulsed Strait of Canso.

Schedule time can never be made on any railway to Cape Breton depending on a ferry system to cross this restless strip of water. The railway is at present blocked with freight, and the officials are at their wits' end to know how to overtake the work, all because of this break in the rails at the Strait. The travelling public have clamored, and justly too, for better and more rapid transit—a fast night train from Halifax or Truro to Sydney. The travel and freight has increased four-fold in the past year, and will still continue to increase, therefore additional accommodation must be provided. But as I have already pointed out in a previous letter to the Halifax Chronicle, no man, let his business be ever so urgent, will take a sleeper to be roused in the dead hour of the night to dress, leave the car, board a ferry boat, and from boat to car again, and try to catch another wink of sleep on the other side in order to utilize time to the best advantage by night travel.

Not even with the most modern dock and barge system can even satisfactory accommodation be provided here. Therefore it is the duty of the Government to prepare at once for a bridge or a subway before frittering away as much time, and half as much money, tinkering with docks and barges as would complete a tunnel from side to side. I think myself the depth of water, the rapid currents and the heavy moving ice bodies preclude the building of a bridge; but were such an undertaking practicable, the cost would far exceed that of a subway, and would take many times longer to build.

The Brooklyn bridge is 5,989 feet long, including approaches, and was thirteen years in construction, and cost nearly fifteen million dollars.

The Fifth of Forth bridge is 8,295 feet long, was seven years building, and cost 1,600,000 pounds sterling. The former is a cable bridge and the latter an iron cantilever.

It is decidedly much easier to estimate the cost of a subway under the Strait than that of a bridge to span it, even though the latter were practicable.

NO ENGINEERING DIFFICULTIES.

So far as can be seen there are no engineering difficulties in the way for a subway; all the conditions are favorable. There is very little depth of debris, or detritus; the rock is compact and apparently free from seams and fissures, so that the probabilities are that no lining would be required.

The whole distance cannot exceed two miles including long graduated approaches; estimating the size of the tunnel to

be 15x15 feet, which would be ample, it would make 44,000 square yards per mile. Solid rock can be profitably removed in a work of this kind at a cost of \$10 per yard. The cost therefore would not exceed \$440,000 per mile.

The whole work could undoubtedly be completed for a million dollars including engineering and exigencies that might arise, and it can be completed in one year from the time work commences.

Will the traffic and travel warrant the outlay? For an answer I would ask you to take a trip over the road, stop off a day at the strait, see the efforts to handle the immense freights, and transfer of passengers. Take a look at this turbulent Atlantic gut, and in this month particularly, see the immense bodies of ice roaring up one side and down the other, while another lot of smaller bergs dance in midstream; stand on the deck of the ferry steamer for an hour listening to the gong. Stop! Back!! Go-a-head!!! This repeated fifty times in one crossing, and the grinding of the ice on the deeply scarred sides of the boat, until you are paralyzed with cold. Then, if what you have seen and felt here does not convince you, go to Sydney, and see under construction works for the manufacture of steel and iron on a scale that bewilders one, and with prospects of another establishment equally as extensive near by.

Whether this latter materialises or not, there will be within a year in a radius of forty miles, on the eastern side of this Island, not less than fifteen thousand workmen employed in mining and manufacturing.

Leaving out the consideration of this branch of the I.C.R. being the highway to Newfoundland, not a day should be lost by the Government in preparing for this most important piece of work, which public interest demands, and which will prove highly profitable as well.

GEO. W. STUART.

Truro, March 31st, 1900.

THE DOMINION COAL CO'Y., LTD.

GLACE BAY, C. B.

The Dominion Coal Company, Limited, was organized in the year 1893, with an authorized capital of \$18,000,000, of which \$16,500,000 is subscribed, with \$1,500,000 preferred stock and \$300,000 bonded indebtedness. The general offices of the company are at 95 Milk street, Boston, Massachusetts. The officers of the company are: Henry M. Whitney, President; Alfred Windsor, 1st Vice-President; John S. McLennan, Treasurer, and F. S. Pearson, Chief Engineer. The Directors include, the President, Mr. Whitney, Lord Strathcona and Mount Royal, Henry F. Dimock, Sir W. C. Van Horne, F. S. Pearson, and W. B. Ross, Q. C. The company was organized under an Act authorizing it to mine, transport and sell bituminous coal. It holds under 99 year leases from the Nova Scotia government, an area of 160 square miles of territory, every foot of which is pregnant with "black diamonds." The output of the Dominion Coal Co., from March 1st, 1899, to March 1st, 1900, amounted to 1,739,000 tons. For the purpose of handling this vast amount of coal the company have constructed about 100 miles of railroad, the main line of which is known as the Sydney and Louisburg Railway, 40 miles long, which passes directly through the centre of the company's fields, and connects all its collieries with the sea at both ends. The present pay roll of the Dominion Coal Co., approximates something over 4000 employes, to whom is

paid annually \$1,500,000 in wages. This sum, plus all other items of expense incurred in the management and prosecution of the business of this great corporation, reaches pretty closely to \$2,500,000 annual expenditure. This expenditure is aside from a royalty paid to the provincial government of 12½c per ton upon all coal sold. There is an anticipated increase in the capacity of production at the mines, which is about to be effected by the sinking of an additional shaft and the opening of two new slopes. The new shaft will go down to a depth of 850 feet at a depth of 400 feet through the "Harbor" seam, and at 450 feet more passes through the celebrated "Phalen" seam, the objective point, 200 feet of which is completed. At this new mine the proposed air shaft will be of an area almost equal to the coal shaft, which will serve for hoisting water as well as for ventilation. At this point a unique plan of carriage and hoisting of coal will be put into operation. The pit tubs will not be carried to the surface, but will be dumped into a tank at the pit bottom, which will hold six tons of coal. The tanks will be on the principle of self dumping cages and will weigh about four tons, this reduces the dead weight to one as against one and a half of load.

This new shaft with the two new slopes to be opened will add to the output about 6,000 tons per day, which will make the entire output of the company per annum about 3,000,000 tons, or nearly double that at present mined.

One can get an excellent idea of how great the coal fields controlled by The Dominion Coal Co. are when it is understood that the coal in sight (known to be there) is of such tremendous deposit, that at an average output of 3,000,000 tons per year, 1,000 years must pass ere they are exhausted. Think of it; 3,000,000,000 tons. And this is exclusive of all which may yet come to light in this wonderful area. It may be said also that The Dominion Coal Co., is constantly alert to secure additional areas. The doubling of the output as mentioned before will of course presuppose a proportionate increase in the number of men and employees in all lines of labor, also in wages paid. So that by July 1st, 1900, it is expected that the company will have over 6,000 employees, paying over \$2,000,000 annually in wages, besides materially stimulating all branches of trade and industry in the whole island. This company's railway system comprises with the main line, the Sydney and Louisburg, R.R., some 60 miles of branches and sidings. The system is splendidly equipped, the road bed is one of the best in Canada, laid with 50 lb. steel rails and in every way maintained on a par with the requirements of the traffic which passes over it. In the illustrated portion of this issue may be seen a splendid view of a 110 ton engine, No. 15, which travels over this road. There are two of these, one of 100 tons, four 80 tons and three 60 ton engines are also in use on this line, all devoted to heavy freight traffic, while a large number of smaller engines, from 20 to 50 tons do the passenger and yard work.

Four passenger trains a day cover the line from Sydney to Louisburg and the conduct of this road is of such a character as to stand as an exemplar for the more extensive systems of Canada.

The cars carrying coal over this line are of the Hopper variety, made of pressed steel with a capacity of 50 tons each. They leave the collieries loaded for one of the company's piers, of which there are three, one at Louisburg and two at Sydney.

At the Sydney pier, five steamers can be loaded simultaneously, each having a capacity of three to six thousand tons.

The population of the mining districts controlled by this company aggregates 20,000 or 25,000.

The company has established five large stores, in each of which is carried immense stocks of general merchandise and goods for use in the work in which minors are engaged. This feature is conducted with such fairness towards employes that a preference is shown in favor of the company's store more often than not. The company's fleet comprises 32 vessels of all classes, five ocean going steamers, 20 chartered vessels during summer, 6 barges and one ocean tug boat. The selling agents for Canada are Kingman & Co., 14 Place Royale, Montreal, and M. B. Morrow, 171 Lower Water st., Halifax, N.S. The total export to United States markets amounted last year to 369,000 tons or about 20 per cent of the entire output of the mines. This percentage will be topped this year when it is expected that in proportion to the contemplated increase in production at the mines, the export of coal to the United States will keep pace. Taken altogether the fact that so prosperous a mining business is established in Canada is creditable to the whole Dominion, and highly satisfactory to Nova Scotia and Cape Breton. New England demand is turning this way for its supply of soft coal and the Dominion Coal Company of Cape Breton is looking to New England with hands full. Thus it is that the material interests of these two peoples are tonguing and grooving, so to speak, into each other, to the everlasting benefit of both.

SYDNEY SCHOOLS.

The Sydney Public School system embraces a High School or County Academy and the common schools in eleven departments. The latter include four departments for girls only in the Convent of the Holy Angels, one department near the Whitney Pier, and six in the Central, all in charge of experienced and capable teachers. The County Academy which, besides serving as High School for the town, attracts students from all parts of the Island of Cape Breton, is justly celebrated for its unvarying success. Upwards of thirty students have graduated every year for the past twenty years and are to be found occupying the most prominent positions at home and abroad in the ministry, at the bar, as teachers, and in the world of commerce. The success of the institution is largely due to the talented and well known men who have been Principals in the past. The following is the list for the last 35 years: H. C. Creed, afterwards of Normal School Fredericton, J. Siowwright late member of New Brunswick Legislature; J. Harper, LL.D., now Inspector of High Schools, Quebec; Hon. W. T. Pipes; J. A. Gillies, M.P.; A. Cameron, now Principal of Yarmouth Academy; B. McKittrick, now Principal of Lunenburg Academy, H. McInnis, LL.B. barrister, Halifax; E. T. MacKee, editor of Cape Breton Advocate, Sydney. The present staff of the Academy consists of the Principal, F. I. Stewart, B.A., London, mathematics and classics; D. S. McIntosh, B.A., B.Sc., English and science; Miss Leonard, French, Miss Field, shorthand and typewriting; Miss Tweedie, Music.

Besides the Prescribed High School Course, the Academy affords special instruction in preparation for commercial pursuits, Teacher's Licenses, and Matriculation in Arts, Law, Medicine, and Ap-

plied Science. The Academy has also a strong Athletic Club and a flourishing Debating Society. A committee of the latter has edited and controlled, during the past twelve winter seasons a very creditable monthly paper entitled "The Academy Record." Two Gold Medals and one Silver Medal, \$85 in cash, and a number of book prizes are offered in competition every year.

A large increase of population is expected as a consequence of the new era of prosperity, and the near future will witness a handsome and commodious Academy building constructed in accordance with best ideas of modern educators and fully equipped with the best modern appliances. There will also be a building for common school purposes that will be a model of convenience and suitability. The principle of centralization will be carried out, and other buildings will follow when the population becomes large enough.

MUNICIPAL SYDNEY.

The town of Sydney municipally is in its government and control very much like other municipalities in Nova Scotia. It is located facing the northern arm of the famed Sydney Harbor, which is capable of accommodating any vessel afloat with very little tide. In 1899 the assessment was totalled at about \$970,000. The immense increase in property values in Sydney within ten or twelve months is mirrored in the following figures of the assessment for 1900. They are about \$2,250,000, nearly 200 per cent. increase. The rate levied is not yet determined. The waterworks system to date has cost \$70,000 and an extension will be made this year involving a further expenditure of \$75,000. The number of miles of mains is about 10; water hydrants, 32. The fire service is exceptional and the town is so favorably considered by the Board of Underwriters that that board has placed it in the schedule at "C." The pressure at the hydrants is 55 lbs. The streets are lighted by incandescent, 50 candle power electric lights. A by-law will shortly be submitted to the ratepayers, borrowing \$200,000 for the following purposes. For sewers, \$75,000; for extension of waterworks \$75,000; for sidewalks and extension of streets, \$10,000; for fire engine \$12,500; for schools \$27,500. Sydney is the shire town of Cape Breton Co., C.B. The municipal council meets regularly twice per month and consists at present of a mayor and six councillors. The council is at present considering how best to meet the demand for increased representation at the Council board, caused by the unprecedented growth of population which is now to be considered as well as the fact that the municipal boundary was extended last year and an increase in population is sure to accrue before the next following municipal election, so an act looking to interim representation is being passed.

The Municipal Council is composed of the following gentlemen: Mayor, Walter Crowe, Esq., barrister. Councillors, F. C. Kimber, shipping master for the Dominion Coal Co.; C. P. Moore, hardware merchant; E. C. Hanrahan, of McDonald & Hanrahan, general merchants; Chas. McKinnon, merchant tailor; Isaac Greenwell, stoves and tinware and N. E. Muggah, Esq.

Besides six churches, the town enjoys the reputation of being well supplied with fraternal societies and semi-insurance associations. The Government supports a Marine Hospital here and Mr. H. M. Whitney the president of both The Dominion Iron and Steel Co., and The Dominion Coal Co., has indicated a willingness, even an intention to subscribe \$25,000 towards the erection and equipment of a General Hospital. A committee has been appointed to devise ways and means to raise funds for the support of such an institution.

THE DOMINION IRON AND STEEL CO.

By far the most extensive establishment for the manufacture of iron and steel in Canada, is the Dominion Iron and Steel Co., Limited located on the harbor at Sydney, Cape Breton. Some of the heaviest capitalists in America are interested in it. The president of the company, and the leading spirit in its promotion and establishment is Mr. Henry M. Whitney, of Boston, President of the Dominion Coal Company, of Cape Breton. The site of the smelt works and plant is directly on the Sydney Harbor, where the facilities for receipt of raw material, and shipment of finished products are unexcelled. The work of construction has been under way for something like 8 months, and a veritable army of men is employed. The land which was expropriated by the town of Sydney, and presented to the company, covers an area of about 460 acres, at a cost to the town of \$85,000, and what with blast furnaces, open hearth furnaces, blooming mills, coke ovens, general machine shops, and foundry, unloading piers and wharves, store houses, offices—general and special—hotels and lodging houses for the men, hospitals, roadways, and railroad tracks, etc., the whole territory owned by the concern presents an appearance akin to a large manufacturing town. The proposed capacity of the works is 1,400 tons of steel per day. The company is building 8 batteries for making coke, of 50 ovens each, or 400 ovens altogether, the total capacity of which will be 1,600 tons of coke per day. This amount of coke requires 3,200 tons of coal to produce it. The gas from these ovens will be consumed in the open hearth furnaces, while the coal tar and ammonia accruing will be valuable assets also. The company's stock yards and store houses will have sufficient capacity to accommodate a six months supply of material. The water supply for the works will come from Sydney River, 5 miles up stream where a dam will be constructed to supply 3,000,000 gallons of fresh water per day. Immense areas and quantities of limestone and concrete are owned by the company on Georges River, C. B., and at other nearby points. At Belle Isle in Newfoundland and elsewhere. This latter deposit has become famous not alone because of the practically unlimited supply to be had and the marvellous quality of the ore, but also on account of the remarkable ease and cheapness with which it can be mined and shipped to the company's furnaces. A conservative estimate of the cost of mining, loading and transporting to the works afloat at the piers, being put at about 70 cents per ton.

At Belle Isle there is in sight, literally before the eyes of the beholder, many millions of tons of ore belonging to the Dominion Iron and Steel Co., which is found above water level, and can be mined without pumping, and at the amazing low cost mentioned. This is combined with all the cardinal advantages of direct and easy water transportation and the unlimited supply in this immediate district of all the required materials, coal, limestone, etc., which places the Dominion Iron and Steel Co. in so advantageous a position in regard to the production of iron and steel. It is no idle boast to say for it and Sydney, that from here will be dictated the price of iron and steel for all the world.

It is expected that next summer the ore from Belle Isle will be shipped to Sydney during the season as much as 6,000 tons per day. To facilitate the work there at the mines, a tramway is being built, and all arrangements made in order to carry on business in a manner most modern and agreeable to the best methods known.

By September 1st, 1900, calculations have it that the first furnace will be complete. In the illustrated portion of this issue may be seen a perspective view of the

entire plant as will appear when finished. The repair shop and foundry building alone is 60x180 feet, covering with wings and extensions over 30,000 square feet of ground area.

The company owns its own teams, numbering about 100. The number of employees at present is in the neighborhood of 3,000, and instead of decreasing when the works are in full swing, it will be largely augmented. The company's special property will include, with the quarters for the men, clubs, hospitals, and reading rooms. This care for workers is to the last degree creditable to this company.

The manager of the company is A. J. Moxham, Esq., recently president of the great steel works at Lorain, Ohio, U. S. A., and a man who is a thorough steel manufacturer, with an experience which is bound to advantage the Dominion Iron and Steel Co., under his management. It is the policy of the company to employ only Canadians at the works whenever men can be secured in this country, properly qualified.

The extent of the varied industries of this company may be understood by a knowledge of the fact that within its grounds will be operated 20 miles of railroad track, and from the sources supplying water the whole length of mains will approximate eight miles. The grounds are lighted by electricity. The capital of the concern is understood to be \$20,000,000.

This great enterprise is both creditable to its promoters, whose commercial sagacity has led them to conduct it to its present definite establishment, and to Canada, as showing to all the world that here in this Dominion there is material and opportunity not excelled anywhere, and scarcely even equalled. To Sydney, the Dominion Iron and Steel works means everything. It means directly the putting of this town and district in the category of tremendous

CENTRES OF INDUSTRIES.

It has literally electrified Sydney, and there is scarcely a place in America which offers today, more certain return for investment and establishment than this. The population of Sydney is advancing by a measure so rapid and sweeping, as to almost put conjecture to shame, ament its future. People are actually crowding in. Mercantile quarters are simply at a premium. Residence buildings cannot be had. The hotels are overrun, and the citizens of this town who knew a different state of things are to a degree bewildered by the multitude of new faces on every hand.

The writer was vividly reminded of this latter fact one evening in the post office in Sydney. The western mail arrives about 9 o'clock p. m. and the post office authorities (to their credit be it said), distribute the mail at this late hour, keeping the office open for the accommodation of box holders. The office is besieged when the mail is being distributed, hundreds crowding in, and it was on one of these occasions that a gentleman remarked to me, "out of all this crowd (about 100 people) I can count the old residents on the fingers of two hands," and so it is everywhere. Consequently, it is said here with the sincerest belief in its correctness, and an honest wish to offer valuable advice, that for any and every sort, kind and character of commercial or manufacturing undertaking, there is no place in Canada or America today, which can at all compare with the district in and about Sydney, C. B.

The Dominion Iron and Steel Co., will assuredly be followed at once by other industries of a similar sort, nail mills, rolling mills, foundries, wire factories, etc., must follow, and a casual thinker must comprehend what this fact means—for it is a fact. The Montreal Rolling Mills are shortly to establish here. There is now no view too optimistic as to the future of the Sydneys, to be deserving of censure. Ship building

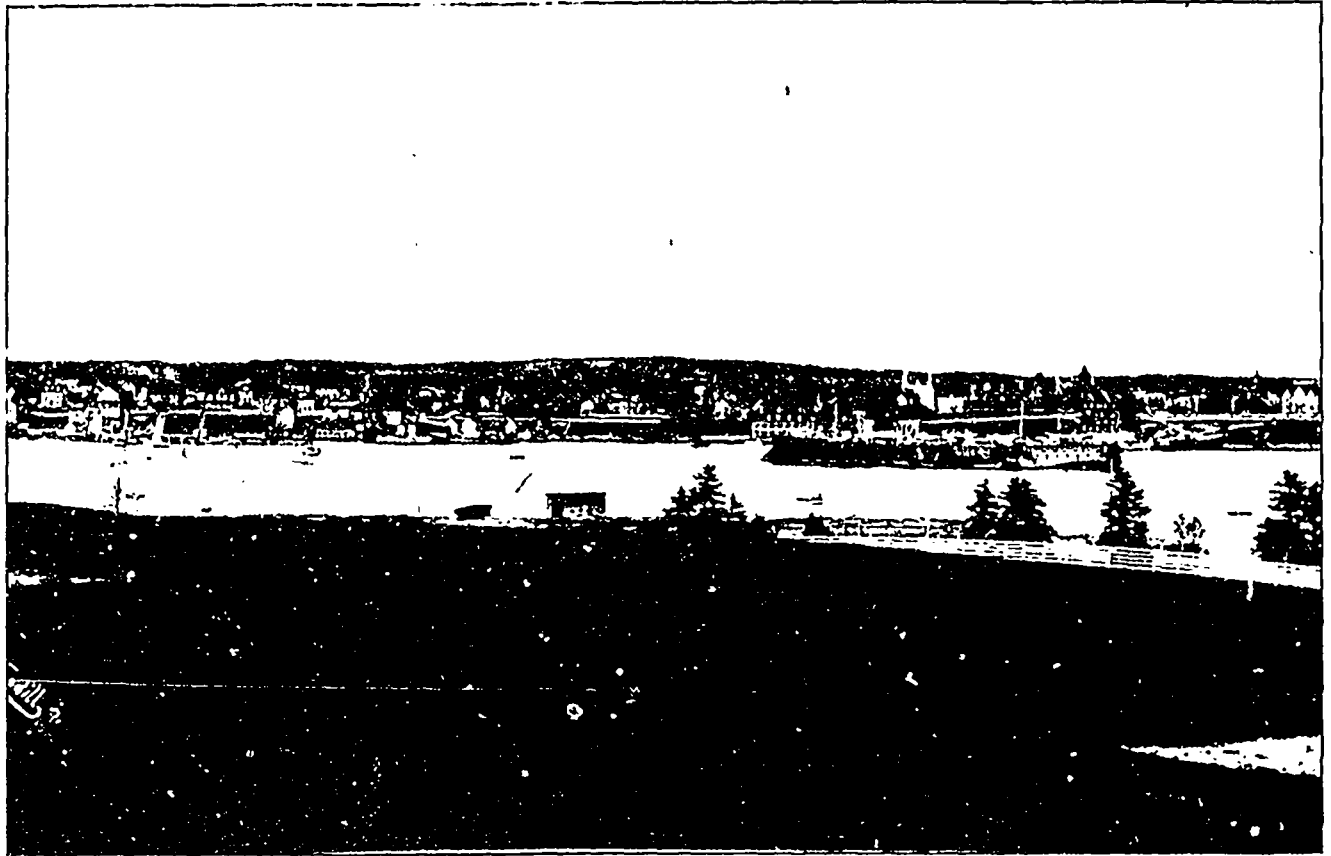
will develop here. Where else so profitably? The manufacture of iron and steel in this Sydney Harbor, and the unapproachable excellence of the harbor itself guarantees that Clyde builders will open yards and docks very soon. And why not? Why would it not be wisdom on the part of the Canadian Government to grant a subsidy or a bonus of \$5 or \$10 per ton of the tonnage of all iron ships built and launched in Canadian harbors? It may be worth while to advise the powers that be to the effect that Cape Breton and the Sydneys are worthy of the closest attention, in the interest of the whole country. Nothing can be at all sectional which is done to advance this district. Ministers doubtless understand this and realize fully that the great confederacy of mining, manufacturing, and commercial industries centering here, must be given every assistance, in the power of those who rule, to extend. But, nevertheless, it is due to Cape Breton and the Sydneys, that this be urged now, tomorrow, next day, and repeatedly, so that no harm come through dilatoriness or seeming neglect.

In justice to the government of the day it may be pointed out that while the bounty upon the production of iron and steel was by legislation to expire in 1902, this was renewed upon a sliding scale to run until 1907. This renewal and extension was of infinite assistance to those capitalists and statesmen who were promoting this great industry and establishing it in Cape Breton. Mr. Moxham the manager of the Dominion Iron and Steel Co., Limited, desires it to be known as widely as possible that his company proposes to devote all its energies to the manufacture of iron and steel, leaving all other lines of industry to the general public whose business is suitable to the varied enterprises of a great community.

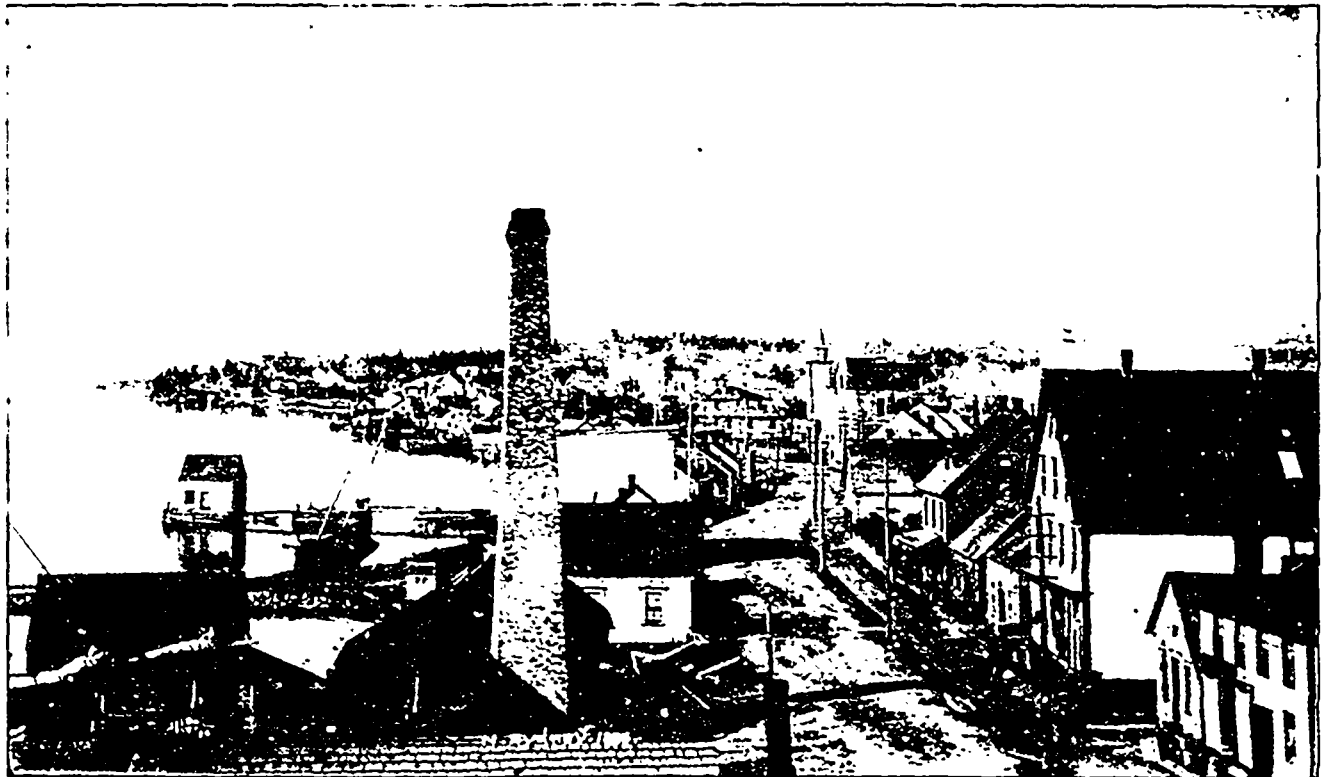


NORTH SYDNEY DISTRICT.

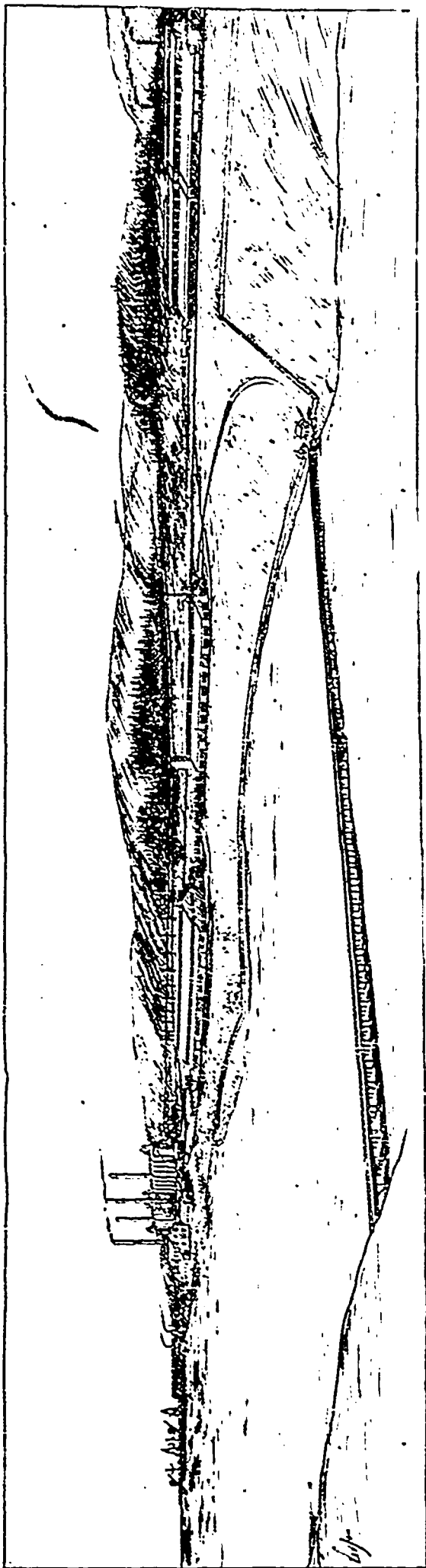
The North Sydney district, including Sydney Mines to George's River of which North Sydney is the shipping port and trade centre, is a peninsula about three and one-half miles wide by nine miles in length, formed by North Sydney Harbor and the south branch and entrance of the Bras d'Or Lakes. The coast waters of the peninsula extend from the headwaters of Leitches' Creek by North Sydney and the Mineral Cliff a Sydney Mines where the strata exhibits the coal and fern formation as perhaps at no other place, and along the Atlantic shore around Sydney Mines to the Bras d'Or entrance, and up the shores of the famous Bras d'Or Lakes to George's River. Nestling amid surroundings of forest and rising grounds are Forbes' Lake, Walker's Lake, Stewart's Lake and the larger Pottles' Lake bordering North Sydney Town limits, in which is an abundant water supply for any conceivable demand. This section of the country, including the General Mining Association's Boularderie coal areas and the mountain of minerals at George's River, present one of the most interesting situations to be found to-day in regard to the future iron industry of North America. No sea board of equal area on the earth's surface surpasses this district in natural resources and the advantages for establishment of furnaces, mills and factories. The explanation is found in the remarkable contiguity of minerals where, within a radius of two miles could be seen coal and lime stone, and the spectacle could



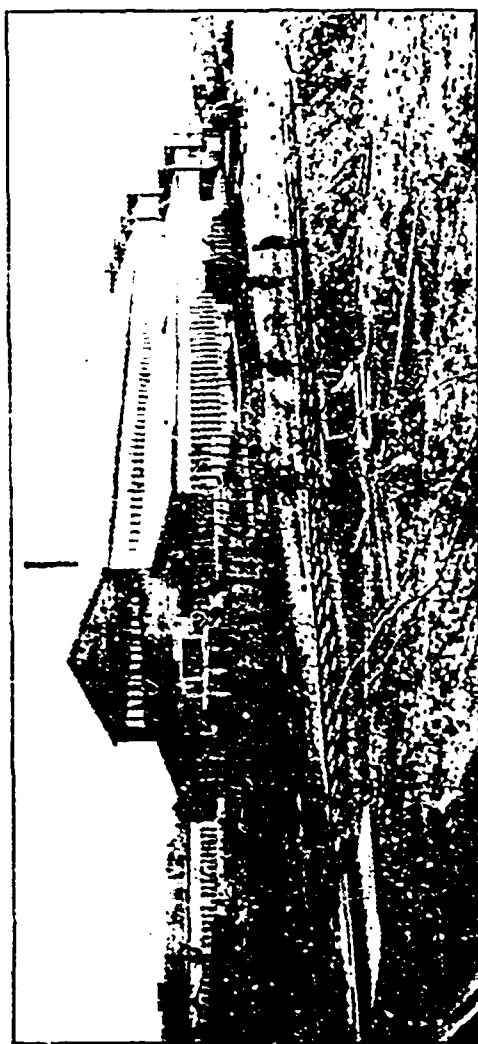
SYDNEY, C.B., CANADA, SHOWING HARBOR.



NORTH SYDNEY, C.B., CANADA, SHOWING WATER FRONT.



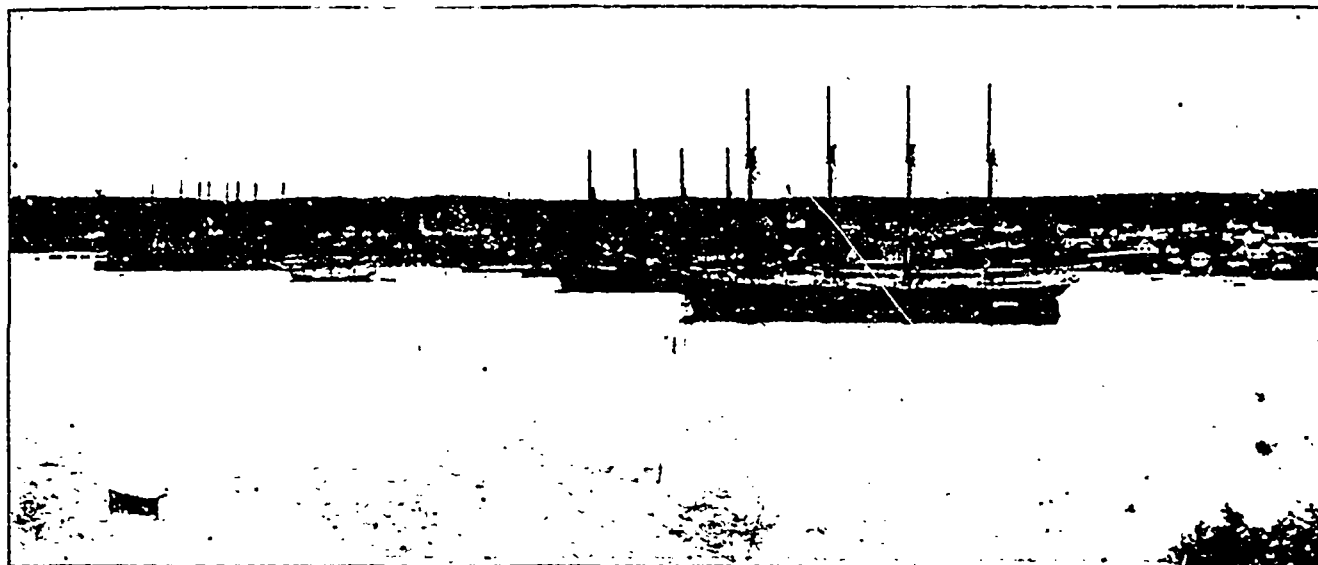
VIEW OF THE DOMINION IRON AND STEEL CO'S WORKS, SYDNEY, C. L., AS THEY WILL APPEAR WHEN COMPLETED.



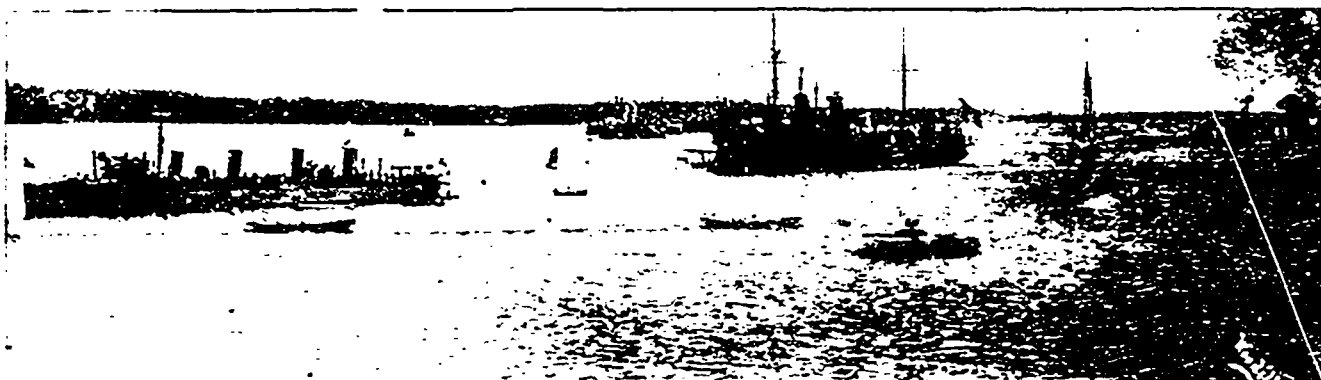
MACHINE SHOPS AND REPAIR WORKS OF THE DOMINION IRON AND STEEL CO., SYDNEY, C. L.



FURNACES AT THE DOMINION IRON AND STEEL CO'S PLANT, SYDNEY, C. L.



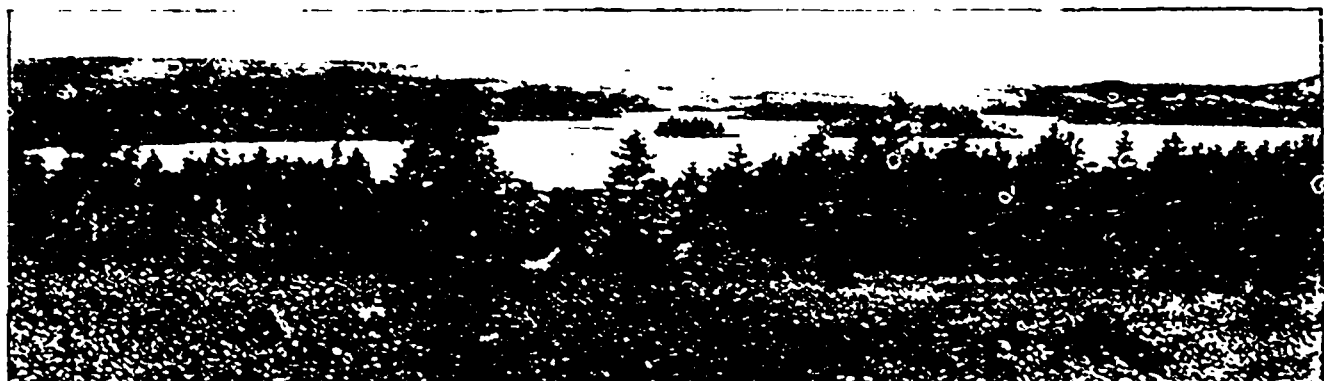
TOWN OF LOUISBURG AND HARBOR, C.B.



VESSELS OF THE BRITISH FLEET, SYDNEY HARBOR, C.B.



GENERAL OFFICES AND LABORATORY OF THE DOMINION COAL CO., GLACE BAY, C.B.



A SCENE ON THE BRAS D'OR LAKES, C.B.



ARTILLERY CORPS SYDNEY, C.B.



BURCHELL BROS COAL SHIPPING PIER, NEW CAMPBELLTON, C.B.



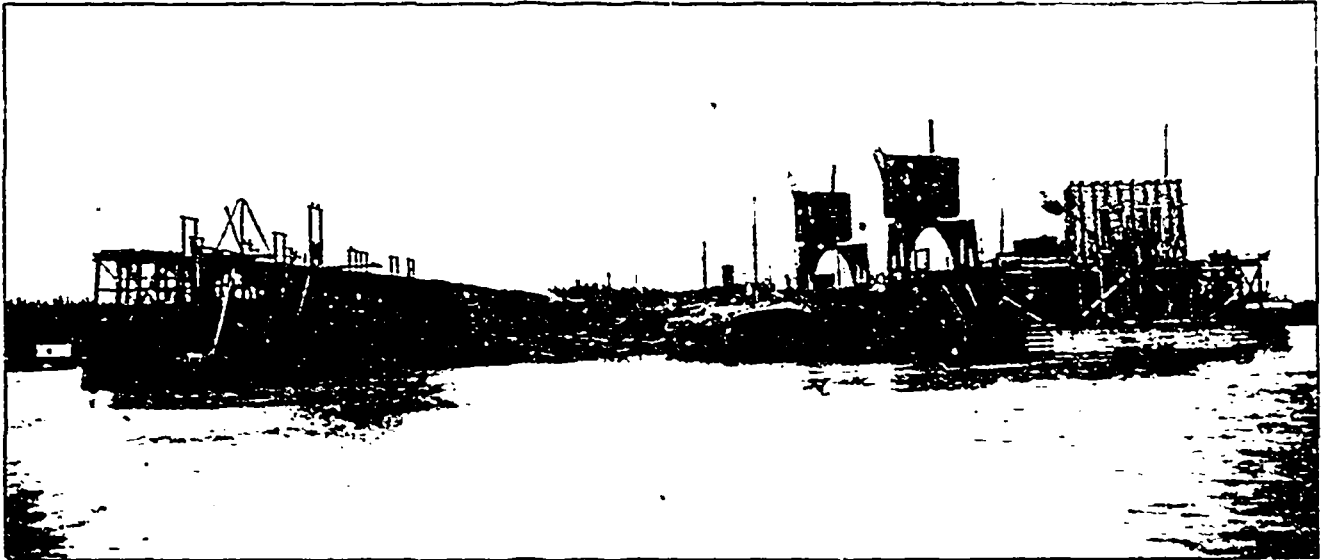
FRENCH DEFENSES, BOMB PROOFS, OLD LOUISEBOURG, C.B.



I.C.R. RAILROAD BRIDGE AT GRAND NARROWS, C.B.



STRAIT OF CANNO SEPARATING C.B. FROM MAINLAND.



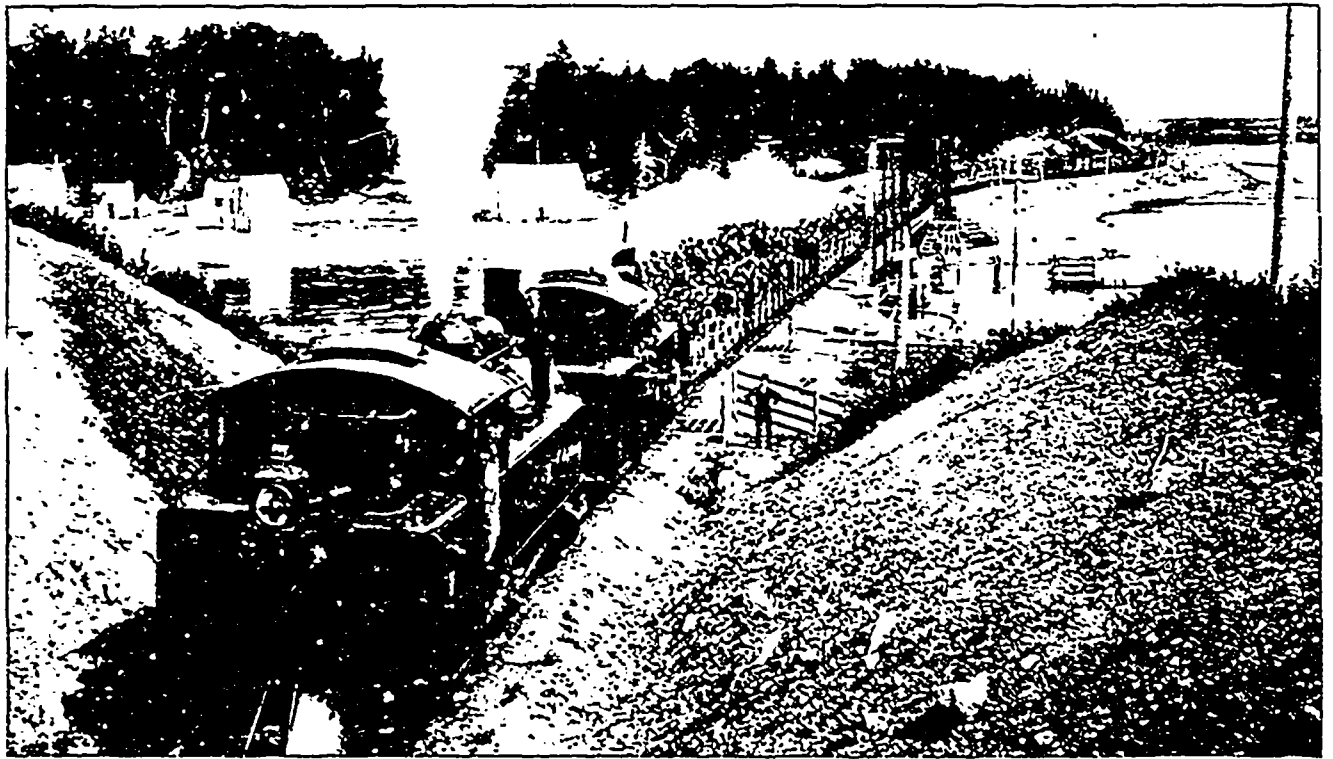
DOMINION COALCO'S INTERNATIONAL SHIPPING PIER, SYDNEY, C.B.



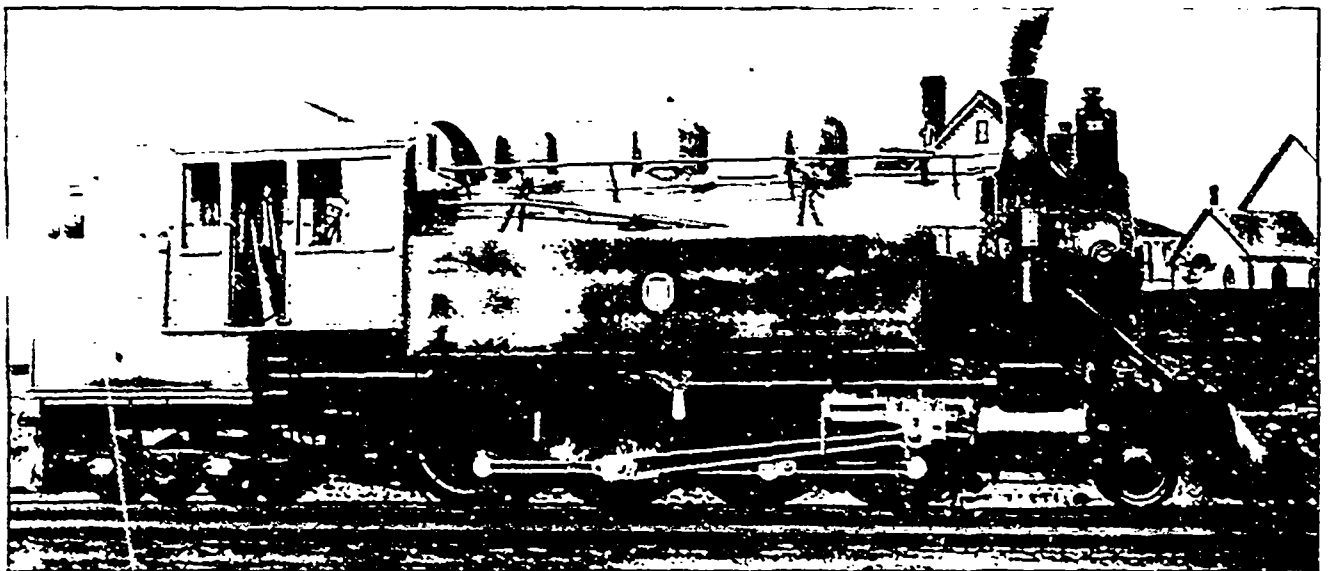
WATER FRONT, S. SYDNEY, C.B.



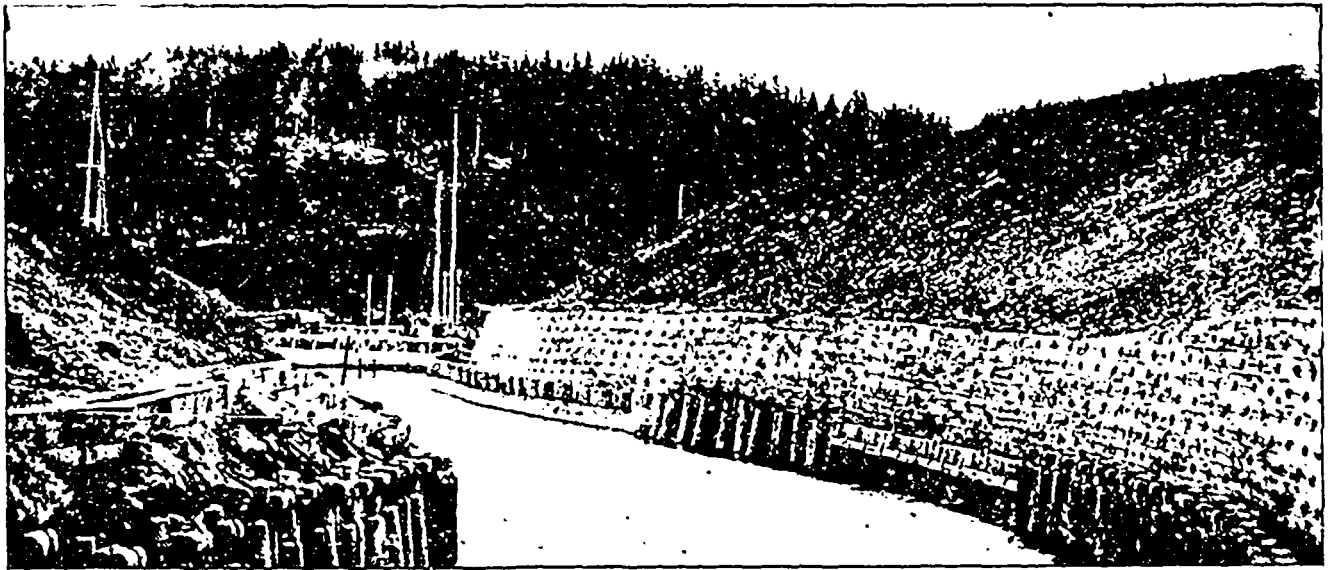
WESTWORTH CREEK, SYDNEY, C.B.



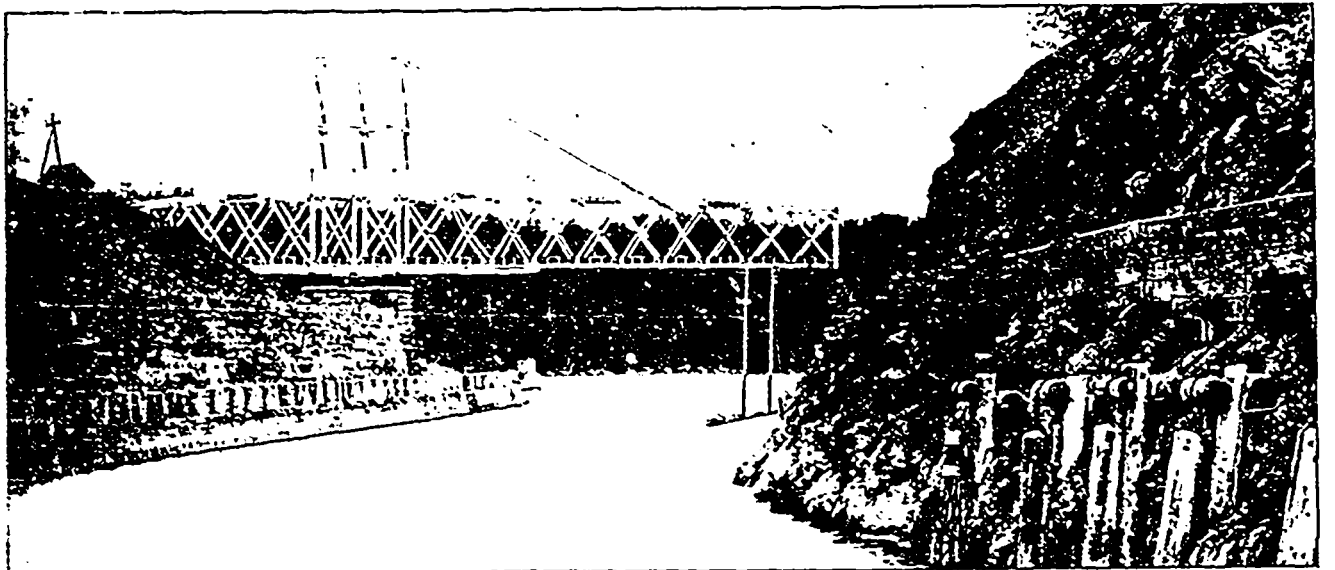
MINER'S PICNIC EXCURSION, DOMINION COAL CO'S MINERS.



A 10-TON ENGINE IN USE ON THE SYDNEY AND LOUISBURG R.R., C.B.



ST. PETER'S CANAL, BRAS D'OR LAKES, C.B.



ST. PETER'S CANAL, DRAWBRIDGE, C.B.



ST. PETER'S CANAL, LOCKS, C.B.



ST. PETER'S CANAL, BRAS D'OR LAKE ENTRANCE, C.B.



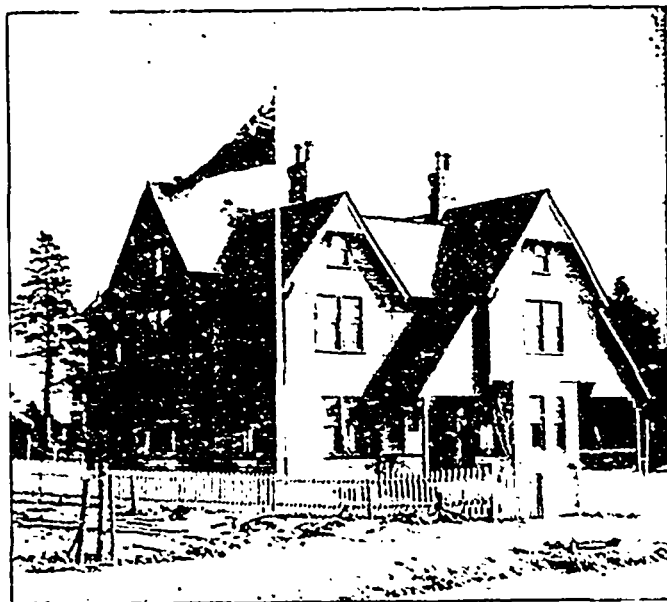
INTERNATIONAL BANK HEAD, THE DOMINION COAL CO., C.B.



LOUISBURG, C.B.



RESIDENCE OF ALDERMAN WM. VOGHT, N. SYDNEY, C.B.



RESIDENCE OF T. ROUTLEDGE, SYDNEY, C.B.



ST. ANN'S HARBOR, C.B.



BANK HEAD OF QUEEN PIT, SYDNEY MINES, C.B.



PARK HOTEL, GLACK BAY, C.B.



"VENDOME" HOTEL, N. SYDNEY, C.B.



THE POST OFFICE SYDNEY, C.B.



GEORGE'S RIVER FALLS, C.B.



BRODIE HOTEL, N. SYDNEY, C.B.



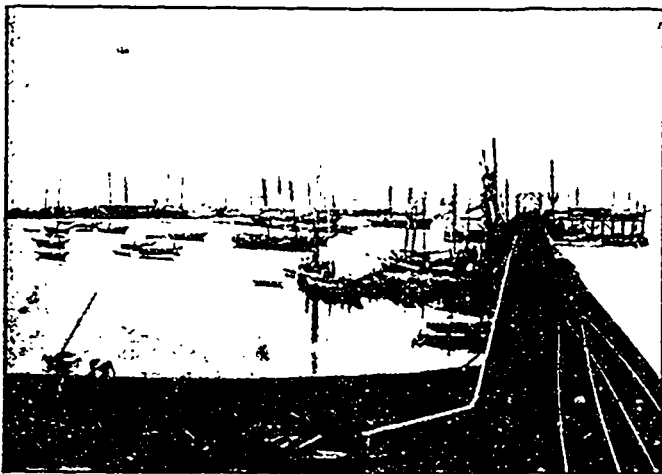
INTERIOR VIEW DINING ROOM ON SS. "BRUCK"



A MIRA RIVER SCENE, C.B.



A CAPE BRETON TROUT BROOK.



GOWRIE SHIPPING PIER AND BREAKWATER, PORT MORIEN, C.B.



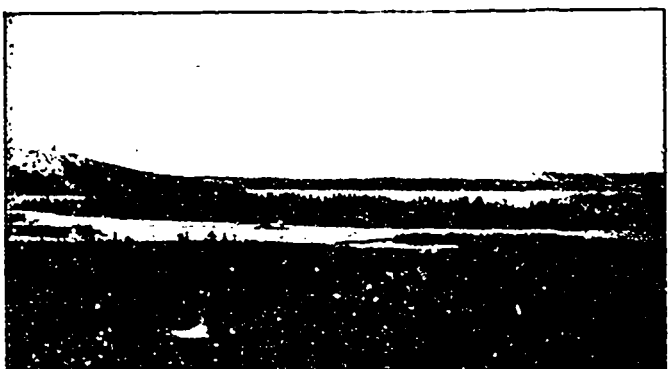
R. C. SCHOOL, SYDNEY MINES, C.B.



R. C. CHURCH AND SCHOOL, C.B.



ACADEMY N. SYDNEY, C.B.



KITSONS ISLAND, BADDECK, C.B.



COURT HOUSE AND SYDNEY FIELD BATTERY, C.B.



A CAPE BRETON COAST SCENE



BA TIST PARSONAGE, N. SYDNEY, C.B.



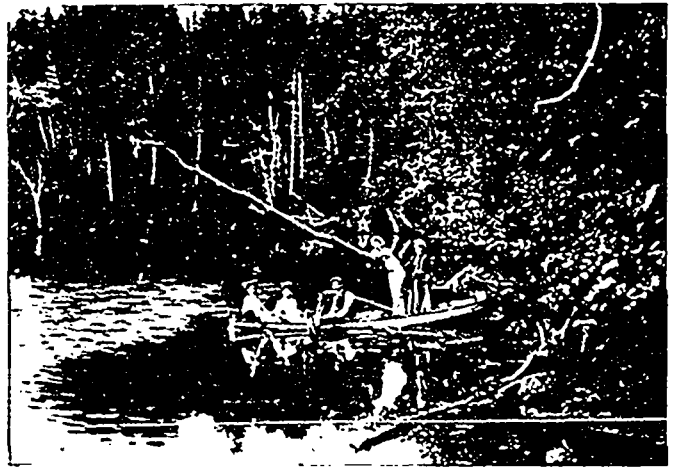
AT GRAND NARROWS, C.B.



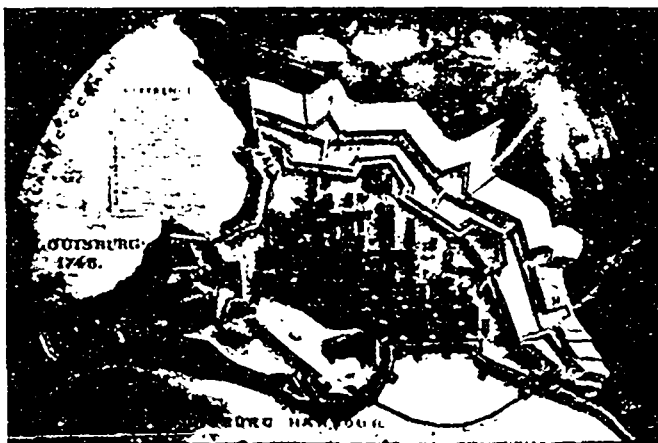
A MIRA RIVER SCENE, C.B.



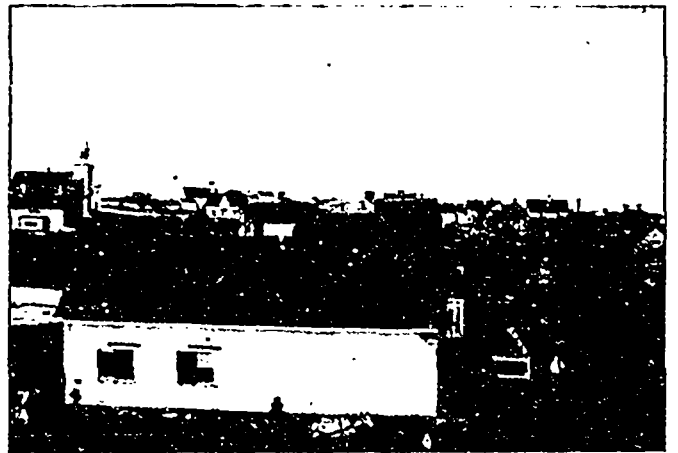
A MIRA RIVER SCENE, C.B.



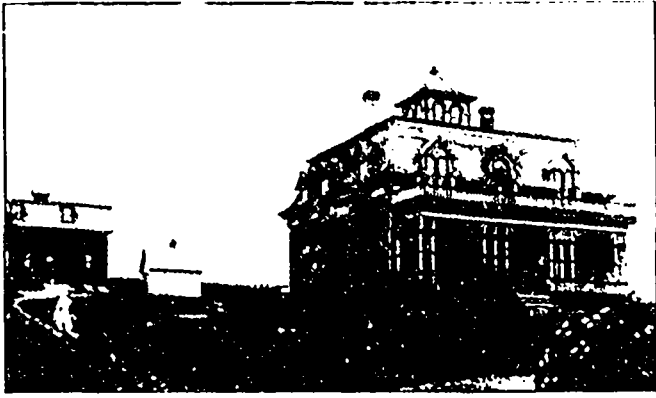
CANOEING ON CRAWLEY'S CREEK, C.B.



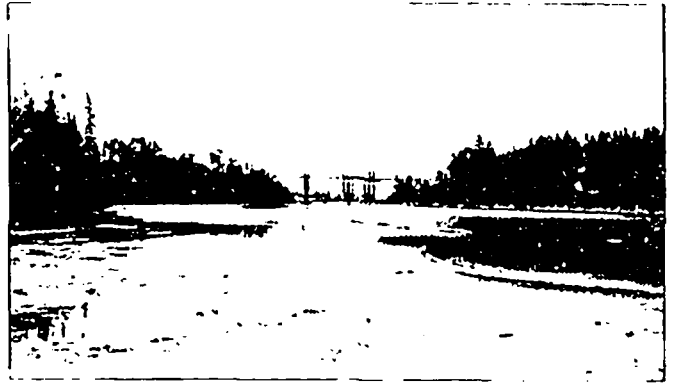
GRAND PLAN OF DEFENSES AT LOUISBURG, C.B. 1748



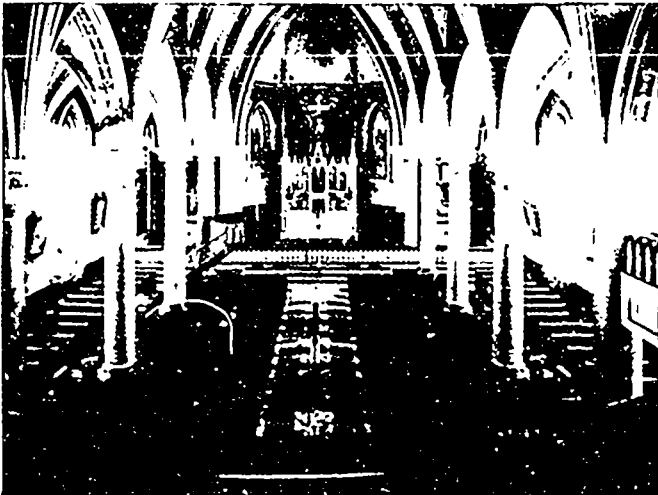
MAIN ST. "GOWRIE" PORT MORTEN, C.B.



A. C. BERTRAM'S RESIDENCE, N. SYDNEY, C.B.



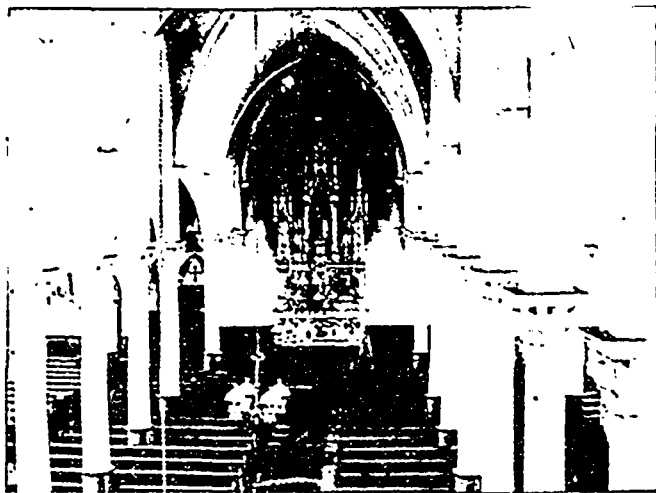
A BRIDGE OVER THE MIRA RIVER, C.B.



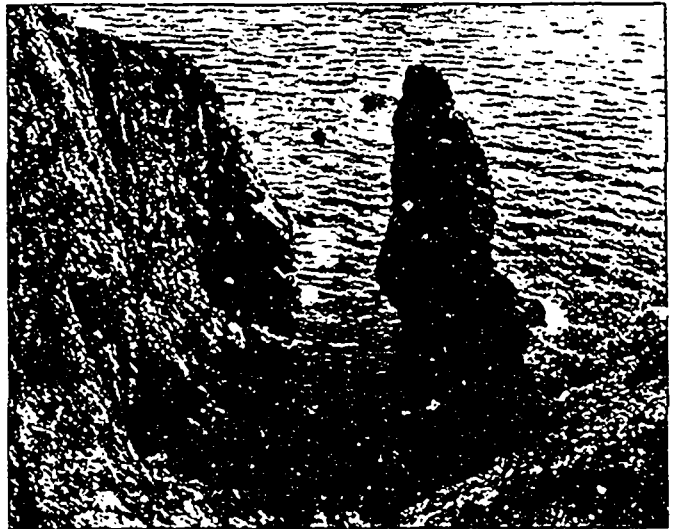
INTERIOR R. C. CHURCH, N. SYDNEY, C.B.



INTERIOR ST. JOHN'S CHURCH, N. SYDNEY, C.B.



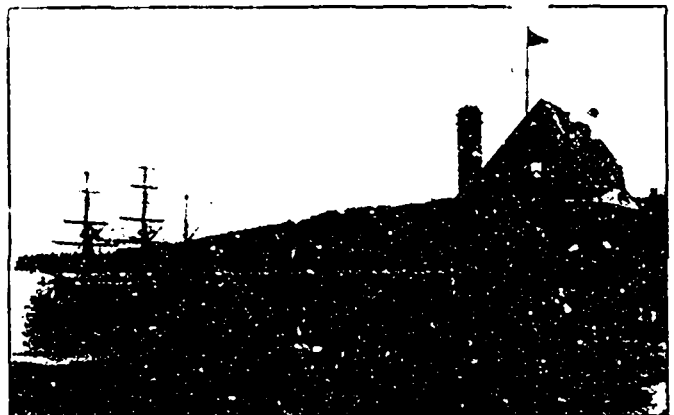
INTERIOR OF R. C. CHURCH, GLACE BAY, C.B.



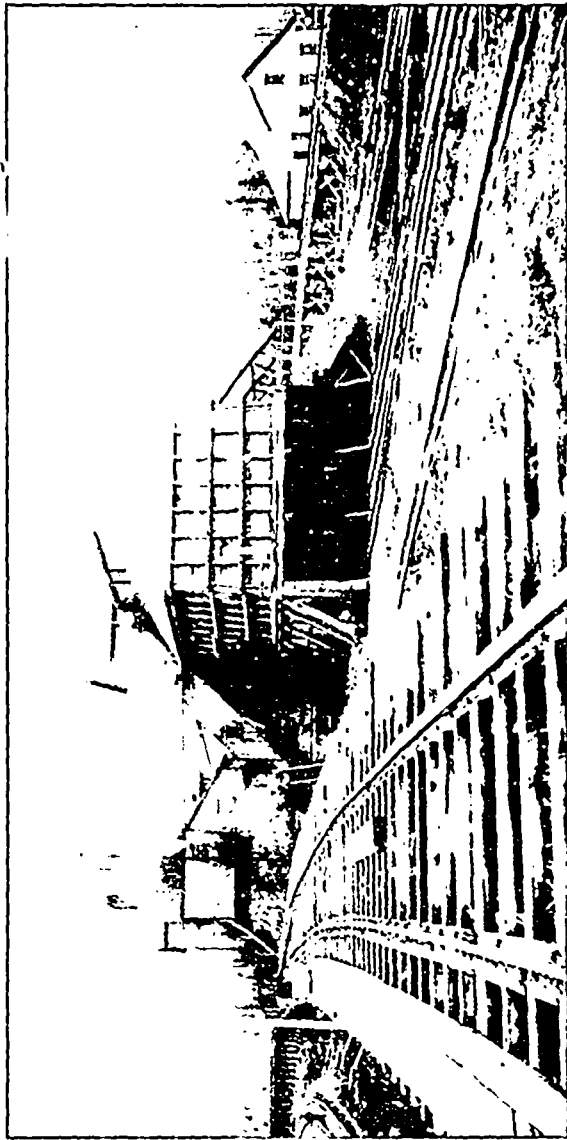
ROCK AT ENTRANCE OF BIG BRAS D'OR, C.B.



A COVE ON ATLANTIC, AT GLACE BAY, C.B.



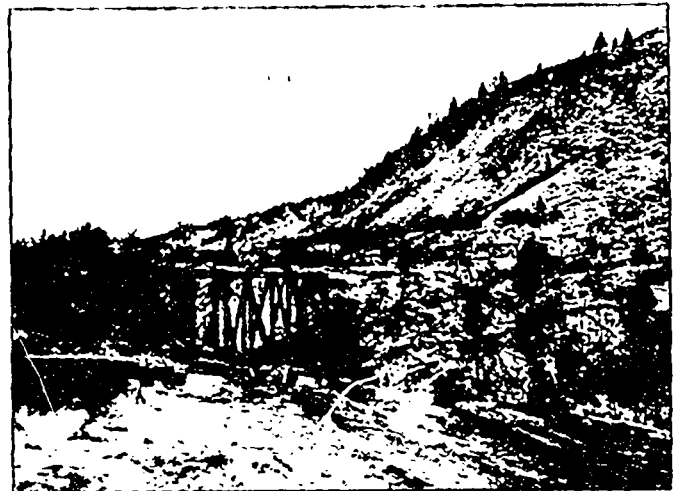
BADDECK POST OFFICE AND CUSTOMS, C.B.



DOMINION COAL CO'S WASHING PLANT



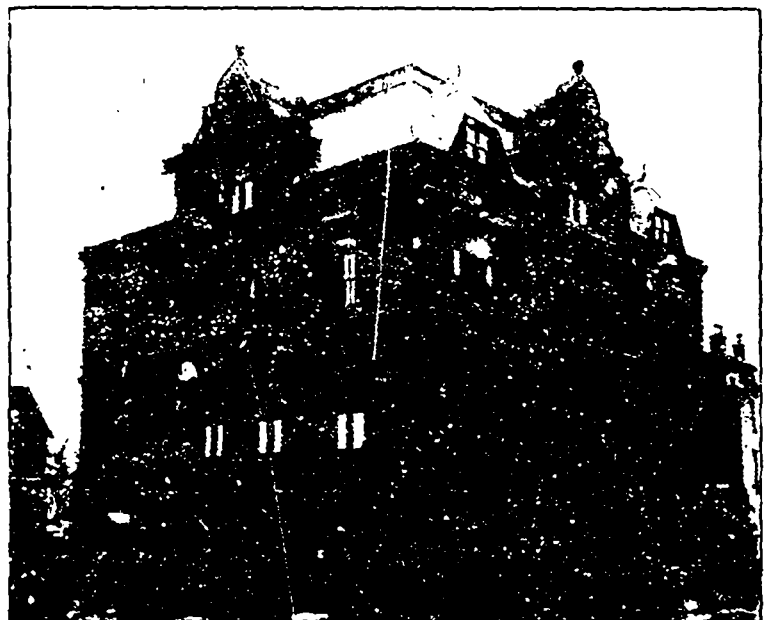
GLACE BAY, C.B., HARBOR.



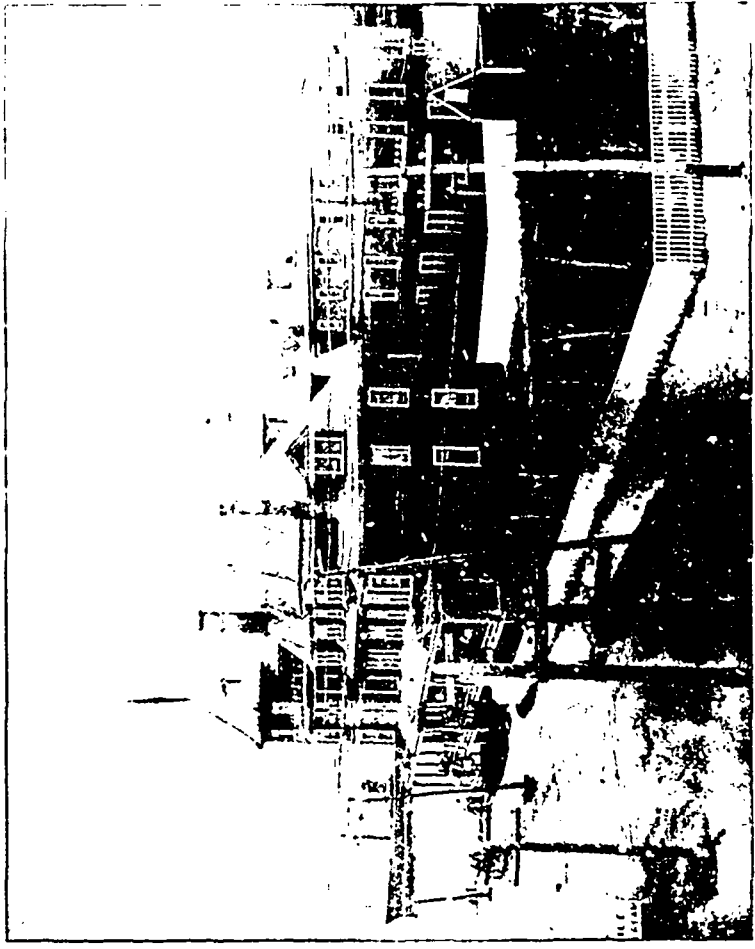
MARBLE MOUNTAIN GEORGES RIVER, C.B.



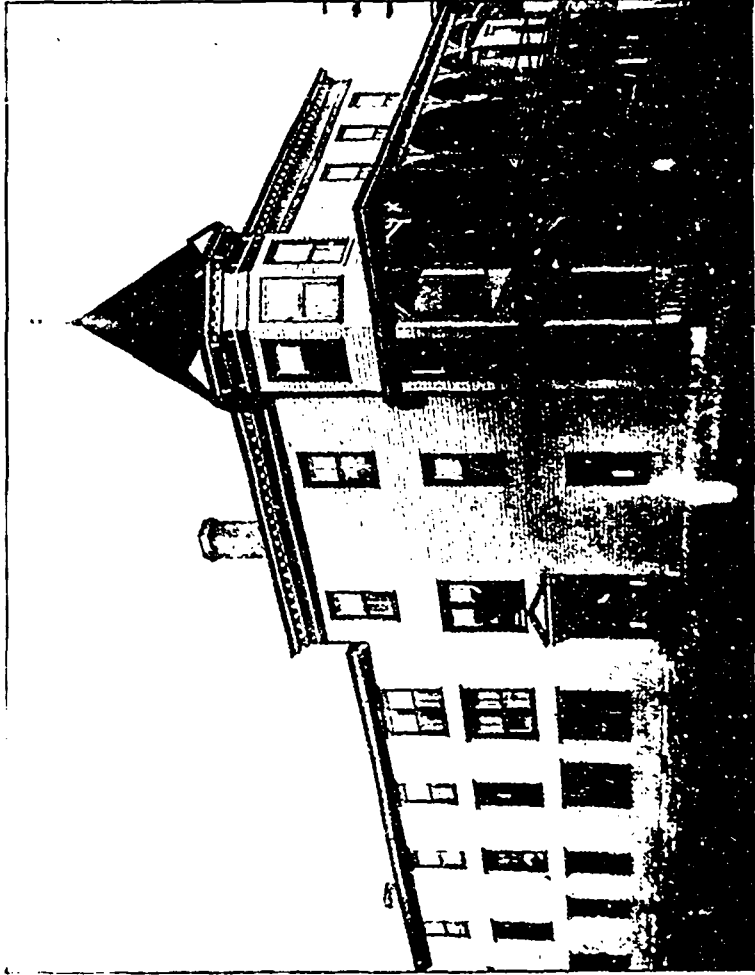
BAFFIN HARBOR, B.C.



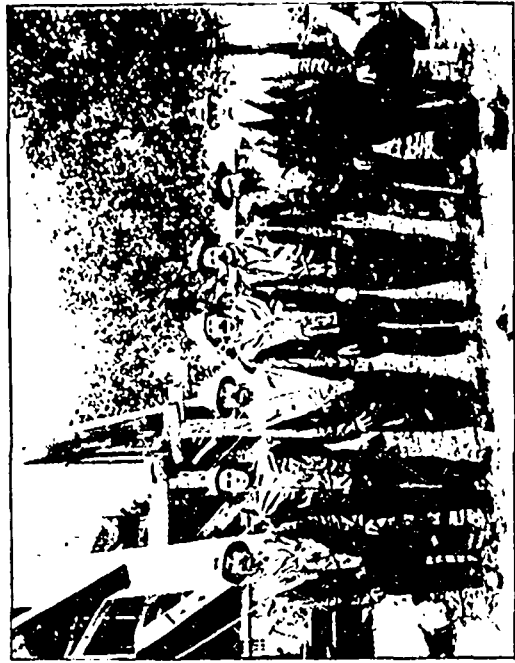
POST OFFICE, N. SYDNEY, C.B.



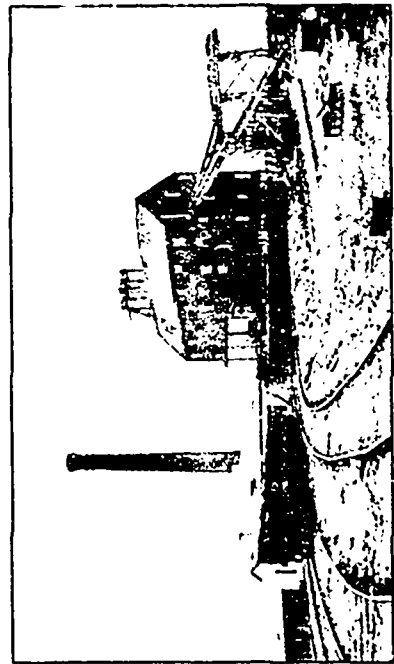
"SYDNEY" HOTEL SYDNEY, C.B.



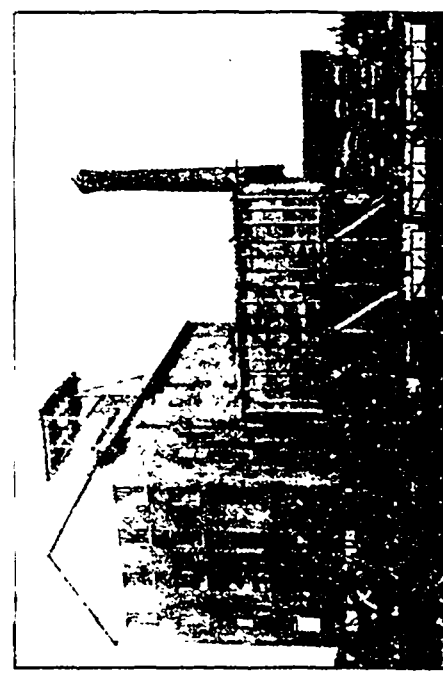
THE "BELMONT" HOTEL N. SYDNEY, C.B.



GROUP OF SHAI'TS-MEN EMPLOYED BY THE DOMINION COAL CO., C.B.



CALEDONIAN BANK HEAD, DOMINION COAL CO., C.B.



BANK HEAD AT DOMINION NO. 1, DOMINION COAL CO., C.B.



FALLS AT BADDECK, FROM NORTH SYDNEY, THREE HOURS SAIL.



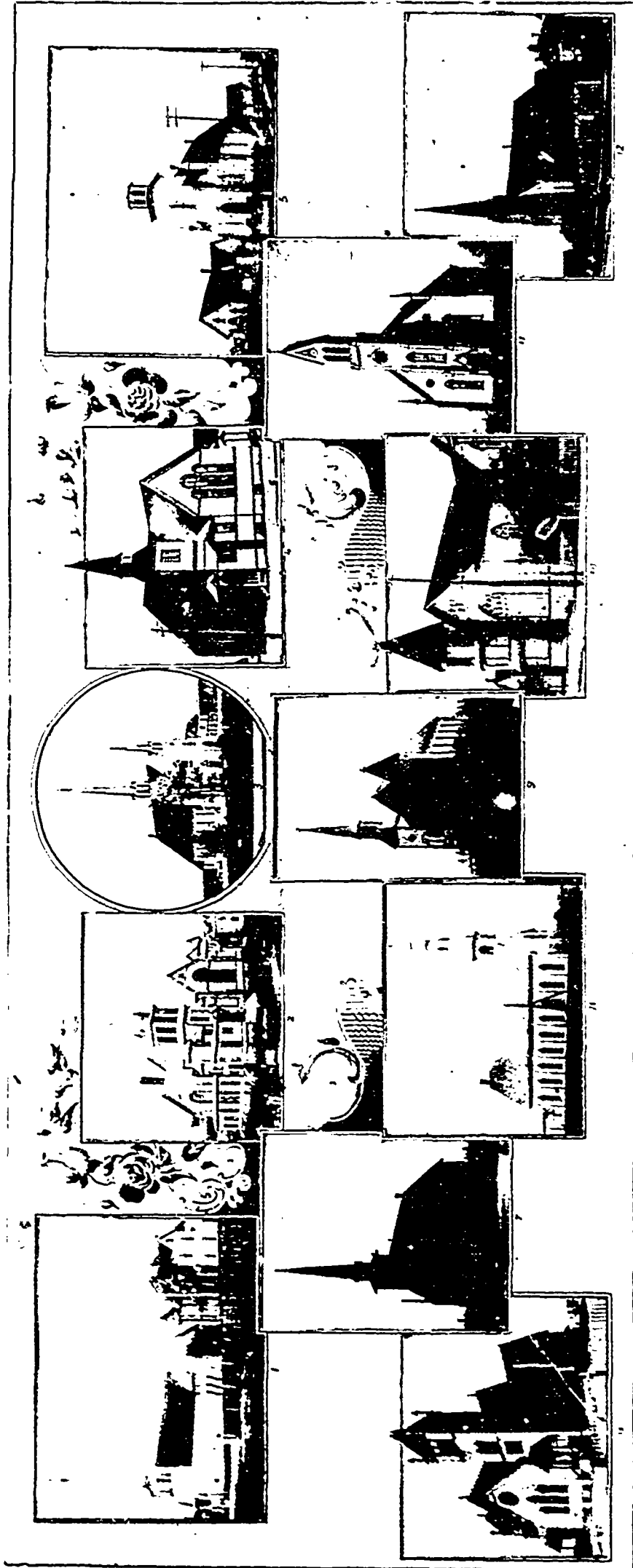
BANKING CANYON OF THE G. M. V. FIT SYDNEY MINE, C.B.



WING BAY BRAS FOUR LANE, C.B.



SYDNEY ACADEMY, C.B.



A DOZEN REPRESENTATIVE CAPE BRETON CHURCHES

- 1. P.C. CHURCH, C.B.
- 2. PRESBYTERIAN CHURCH, Upper Bay, C.B.
- 3. R.C. CHURCH, Sydney, C.B.
- 4. BAPTIST CHURCH, Sydney, C.B.
- 5. EPISCOPAL CHURCH, Sydney, C.B.
- 6. PRESBYTERIAN CHURCH, Sydney Mines, C.B.
- 7. PRESBYTERIAN CHURCH, Sydney, C.B.
- 8. R.C. CHURCH, Bridgeton, C.B.
- 9. METHODIST CHURCH, Sydney, C.B.
- 10. CALVARY BAPTIST CHURCH, North Sydney, C.B.
- 11. EPISCOPAL CHURCH, Sydney, C.B.



BILLIARD ROOM OF THE "SYDNEY" CLUB--HON. S. A. HEARN, TAKING A "LIVE"



COUNCIL, GOVT AND OFFICIALS, N. SYDNEY, C.B.



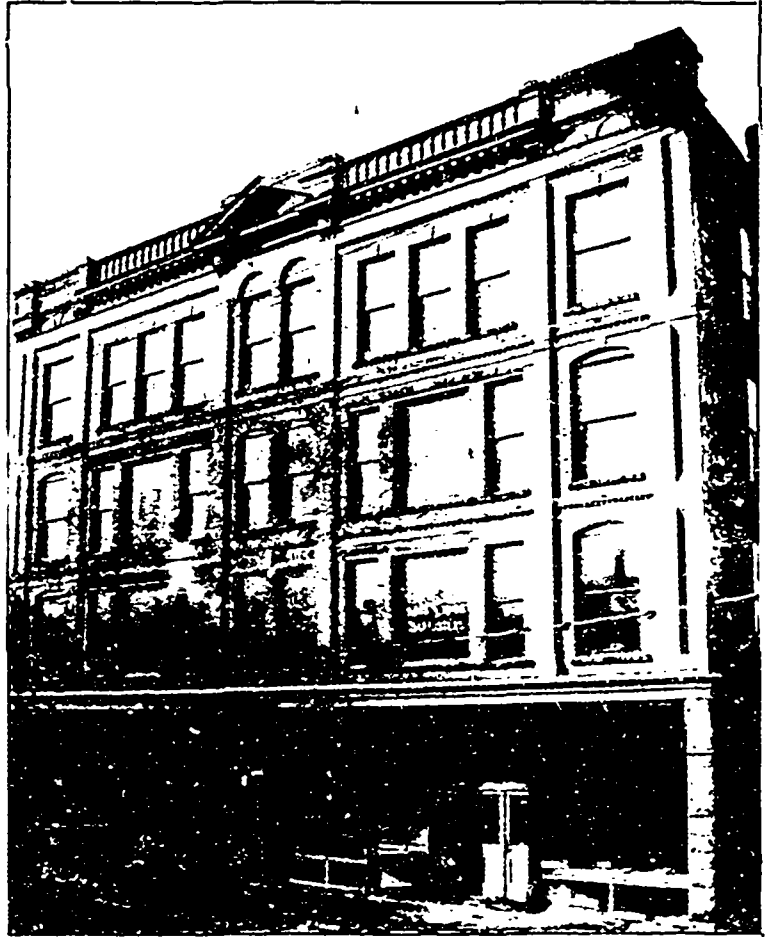
GEORGE H. DOBSON, ESQ., N. SYDNEY, C.B.



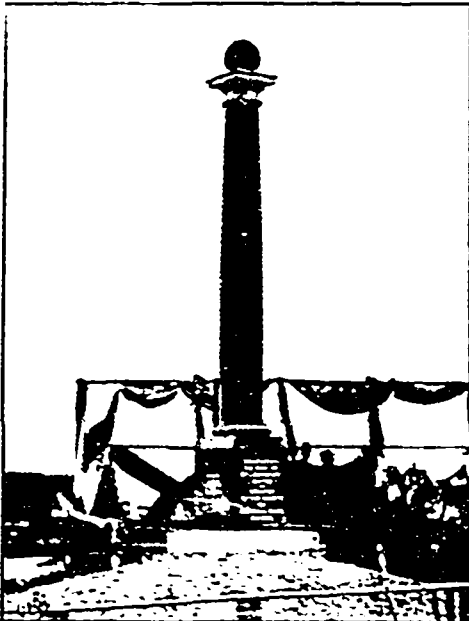
EX-MAYOR A. C. ELKTRAM, N. SYDNEY, C.B.



REV. M. A. MACDIERSON, LITTLE BRAS FORD, N. B.



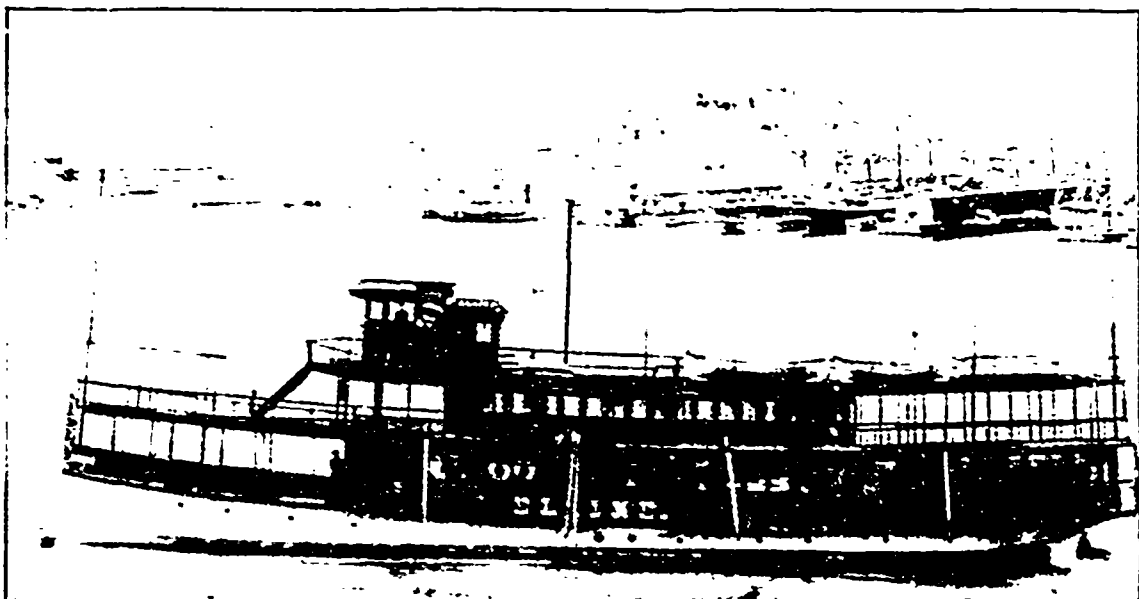
ROSS BUILDING, SYDNEY, C.B.

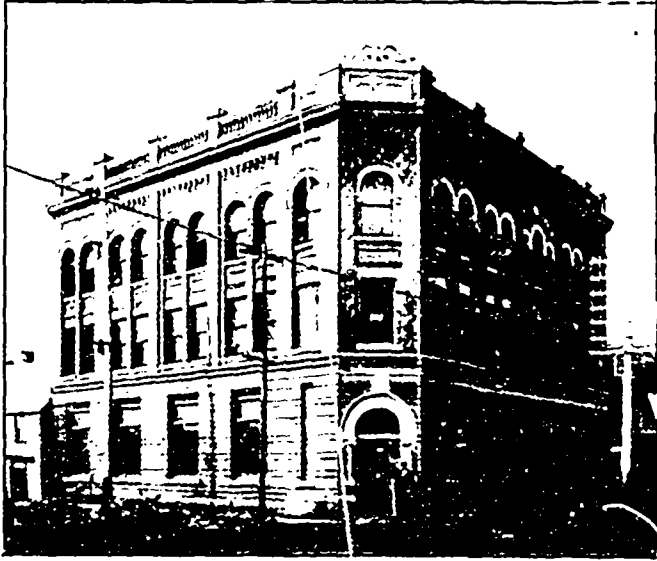


LOUISBURG MONUMENT, LOUISBURG, C.B.
ERECTED BY THE SOCIETY OF COLONIAL WARS, N. Y.

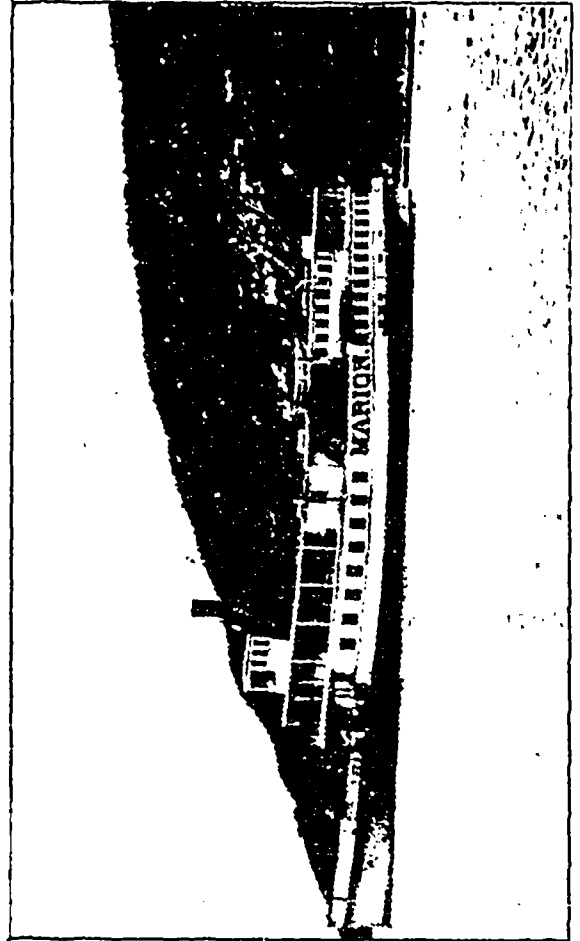


A DOMINION COAL CO'S SHIPPING PIER.





NEW OFFICES OF THE COMMERCIAL BANK OF WINDSOR
SYDNEY, C.B.



STEAMER "MARICA"



RESIDENCE OF L. W. JOHNSTON SYDNEY MINES, C.B.



J. W. SMITH PRES. BOARD OF TRADE, N. SYDNEY, C.B.



MR. D. A. MCCASKILL, OF MCCASKILL, DOUGALL & CO., MONTREAL.

bo presented of extensive coal areas, mines in operation, lime stone and dolomite in great abundance, iron ore and copper within a radius of six miles.

The developments that are now taking place on the shores of the harbor mark a most important stage, if not within a short time ago revolution in the progress of the iron and steel industry. Until now it was thought that Great Britain and the United States were masters of the situation, and could dictate to the rest of the world. To-day the situation is changed, in the prospects of the Sydneys leading in cheap production. To put it in the words of Mr. Maxham in speaking of the Sydney iron and steel works, Nova Scotia to-day holds the key to the steel production of the world. Great as are the advantages for cheap production on the south side of the harbor, and in this respect it must be conceded that the Whitney furnaces can easily lead the world, the natural conditions which exist here in a greater concentration of raw material, longer open navigation, and ample water supply virtually within the town, will enable North Sydney to economize to a lower figure in iron making. Add to this her position on the most direct line of travel, and her possibilities for lowest transportation, and we have the crowning fact of her strength for leading in the manufacture of iron and steel. Taking the most conservative view of her situation, it will be conceded that in these great material agencies for the creation of wealth, North Sydney is not only promising, but matchless.

NORTH SYDNEY TOWN.

Progressive people at the dawn of the 20th century are not prone to cry over what has been termed "the spilt milk of history," and those most interested in the prosperity and development of the growing town of North Sydney care little for the facts associated with her pioneer days. It may, however, be of interest to know that the practical settlement of North Sydney district by U. E. Loyalists dates back to a little more than one hundred years ago.

The town grew slowly some fifty years, but it was not until about two decades ago that a variety of influences brought about the commencement of an era of remarkable development and growth of population that has continued ever since with compound interest. But it is not what North Sydney was, but what she is and what she will be. We would not venture the prediction that the greater North Sydney will soon outstrip Montreal in size, or outrank Boston as a commercial industrial centre, but will give a few facts as to her present condition that would suggest to the reader the probabilities of her future municipal greatness, based upon her remarkably favorable situation with respect to Atlantic commerce, upon her relation to varied minerals, her beautiful environments and unquestionable healthfulness. Located on the harbor, with Sydney coal mining district adjoining eastwardly, the large Boulardrie coal measures to the northward, and George's River minerals and the copper mines westwardly, North Sydney is the centre of a large and promising mining trade. To this special advantage add the traffic with shipping and the opportunity for extensive trade with the Whitney Steel Works fronting the town on the opposite shore of the harbor, the growing home markets and increasing trade with St. Pierre, Newfoundland, Gulf ports, Montreal, Halifax and American cities, together with the Bras d'Or lake traffic, and the agricultural demands for northern Cape Breton, the fishing industry and the early prospect of extensive iron works there, and I am sure both the investor and the settler can find

in North Sydney an invitation well worth their while to consider.

North Sydney is divided from Sydney Mines by an imaginary line, the intercourse of the two towns being such that they are virtually one. The combined population in 1891 exceeded five thousand, which has since increased to nearly ten thousand. The municipal government of North Sydney is at all times a liberal one, and fosters enterprise and encourages the advent of a stranger. Its municipal policy is founded on the lines indicated by the great statesman who wrote: "That governs best which governs least." Taxes are light, and no unreasonable laws are enforced by the police authorities, and such regulations alone are operated as to secure paternally the greatest good to the greatest number.

THE SCHOOLS.

The schools are excellent, modern and conveniently arranged. Students come from other districts to attend the North Sydney Academy. The Sisters of Charity (R.C.) conduct an academy for young ladies which, in respect of equipment, staff etc., is equal to any of its class in the province.

All denominations have large and commodious churches. There is a well equipped Y.M.C.A., a Board of Trade and a newspaper. The Royal Albert Hall is large and gives satisfaction to the theatre going population. The banking institutions are ample for the trade requirements of the district. The water supply is taken from Potters' Lake by gravitation and reservoir, and is of the purest quality and practically unlimited in quantity. The streets are well lighted with electricity. The town is exceptionally favored with telegraph communication in the Anglo American, Western Union Telegraph office, the C.P.R. Telegraph and the Government service; two express and two freight trains daily, regular ferry service to Sydney, five miles across the harbor.

THE POLICY OF THE TOWN

is to treat manufacturers liberally, especially those who are in earnest about establishing manufacturing enterprises at North Sydney. Among the strong, I may say, numberless inducements, one is cheap fuel, a splendid water supply, available sites for large establishments, well situated buildings, lots at moderate prices, the healthfulness of the climate, virile strength and energy of labor supply, the easy facilities for assembling raw materials, the central position for a prodigious population where, within a radius of three hundred miles which include St. John's, N. F., Fredericton, N. B., Gulf ports and the Gasps basin, including floating population, exceeds one million five hundred thousand, besides easy access to the upper provinces, American, European and tropical markets. Inland markets are easily reached by the I.C.R. and Maritime ports by competing water lines. This is the deep water terminus of the I.C.R. which, with its connection, touches all inland points. A number of steamship lines make North Sydney their terminus. Among them the following: The Black Diamond S. S. Co., St. John, N. F., Prince Edward Island, Quebec and Montreal; The Pickford & Black S. S. Company, Halifax, Bras d'Or Lake ports, Northern Cape Breton, and the Western shore of Newfoundland, also connects North Sydney exporters with the Plant Line for Boston, and the Red Cross for New York. The French line St. Pierre, Halifax and Boston; the Reid Line S. S. Bruce connects North Sydney with St. Johns, by railway, and with the Coastal S. S. system of Newfoundland; the Ross D'Or line with Newfoundland, Gulf ports, Quebec and Montreal. In addition the port may be said to be in touch with all the ports of the world by the steamers calling here for bunker coal during the

season, and by vessels calling for orders from all points of the compass.

SCENERY IN AND ABOUT NORTH SYDNEY.

Located on rising ground from the harbor towards the ridge dividing the waters of North Sydney from Little Bras d'Or, the scenery is of the finest, and embraces lakes and drives, and there are a number of nearby charming rural resorts and fishing ground. The famous Bras d'Or Lake is reached by half an hour's drive, by the train, or by a delightful coast excursion around Sydney Mines, passing cliffs over 100 feet high, showing a variety of fossils, trees apparently growing in the bowels of the earth, through the Bras d'Or entrance and up to Long Island, revealing a scene of ever-changing beauty.

For a mountain climb, a two hours' drive to Big Bras d'Or where, from the heights of one thousand feet the scenery is wild and varied as any lover of nature could wish. Among the other places famous as health and pleasure resorts, within easy distance of North Sydney, is a trip by the Bras d'Or S. S. Elaine or Marion to Baddeck and Whycoconagh, taking in Margaree and Lake Ainslie; by the S. S. Weymouth to the North coast of Cape Breton. No where in the space of a day's coast sailing can there be crowded into the short space of from "Sun to sun" a more descriptive collection of beautiful landscape, ravine and mountain, than in the sail North calling at English town, Ingouliche, Neil's Harbor and Aspy Bay.

On every side
The fields swell upwards to the hills;
beyond,
Above the hills in the blue distance, rise
The mountain columns with which earth
props Heaven."

A six hours' sail on the palatial S. S. Bruce to Port aux Basques, and by the coastal line to the Newfoundland Thousand Islands, or by rail to the beautiful Codroy district, to the Umbur river where the health and pleasure-seeker, fisherman and sportsman find few if any equal. A sail across the harbor, and by rail to Louisburg is a pleasant outing. A trip to Sydney Mines, and "down in the coal mine" a thousand feet and more under the floor of the harbor, where steamers sail over the coal catters' heads, is a venture for the brave. The sportsman can find recreation in cod, halibut and mackerel fishing in and off the harbor. A view of North Sydney and Harbor, ocean boats arriving and departing, the Sydney steel works and surrounding country must be seen from the reservoir stand to be appreciated.

NORTH SYDNEY ENVIRONMENT.

The attractions of North Sydney's environments, its opportunity for yachting, driving, its conveniences for pleasure resorts, its invigorating sea breezes and delightful climate in summer, rank it a desirable resort for tourists.

HARBOR.

A map of the Western Hemisphere clearly indicates the paramount advantage of North Sydney and its peerless harbor. In sailing directions published by order of the Lord Commissioners of the Admiralty, the harbor is marked in most of the charts as "Spanish River," and is designated as one of the finest and safest harbors in the world, and pronounced by master mariners as one of the three best, viz.:—Rio de Janeiro, North Sydney, and Sydney, N.S.W. Its area is about ten square miles, and in addition safe roads of equal area where ships in quest of business anchor free of all dues except port pilotage. An examina-

tion of the Admiralty chart shows an entrance of three and one half miles wide, about six miles from the I. C. Railway deepwater North Sydney terminus, and an unbroken series of deep water soundings of from 42 to 50 feet. The seaward position of North Sydney on the tracks of trans Atlantic shipping makes it a port of supreme importance as a coaling depot, its freedom from fogs, safe and easy approaches, and its entire absence from serious accidents, together with its capacity and splendid accommodation, makes it deservedly popular with captains and shipowners. It is especially adapted for steamship business and ocean liners of the largest type, being roomy, easy of access and egress at any tides and in all weathers. The limits of North Sydney Harbor were defined by Act of Parliament in 1879, and have since been designated on the Admiralty charts.

There are several ways of reaching North Sydney, comfortably and rapidly. If the traveller be from the west, by the I. C. R. he can connect at Port Mulgrave with the "Marion" for a Lake trip; if from the United States by the "Plant Line" he can connect at Port Hawkesbury with the Bras d'Or steamers, if from Newfoundland, Montreal or Quebec to North Sydney, he can here take the boat for a Lake resort. The tourist arriving at North Sydney by the lakes can return to Canso direct by steamer, or if desired, by train. But of course, the traveller coming by train will return by the famous Bras d'Or route.

From North Sydney to Baddeck by the "Marion" or "Elaine" is one of the most fascinating and entertaining trips any where. Leaving North Sydney, the Sydney Mines Cliff, over 120 feet high is passed, where geology and world building are written as plainly as printed text, and the processes by which these masses were uplifted are so apparent, that one can fancy the strata still in motion, rising out of sea at an angle of 8 to 10 degrees. A short Atlantic coast run by Point Aconi's turtle rock, and the boat is at Burchell Bros. coal shipping pier, at the entrance of the Great Bras d'Or. The 22 miles run to Baddeck on the narrow Bras d'Or channel, hemmed in by hills and mountains is magnificent, equal to one's expectations. Its loveliness can only be suggested to those who have not climbed among the tapering spruces, and literally waded among the ferns and wild flowers of the mountain.

BADDECK.

Baddeck is one of the favorite tourist points of the east, because of her azure skies, soft pure air and her excellent opportunities for recreations. A two hours drive to Englishtown is restful and bewitching from start to finish, as Englishtown is approached outlined against the sky, terraces of hills and mountains spring into view. Here the sea-coast is bold and you can revel in all the wild grandeur of Norwegian scenery. Another charming resort, is a drive to Lake O'Law and an excursion on its chain of Lakes. These Lakes nestling amid surroundings of forests and mountains possess attractions unique. Here the delightful air of quiet and repose is manifested. If you love nature as found in glorious solitudes, take the trip the next time you are in Nova Scotia. You will get so close to her heart, that you will almost feel its very pulsations, you will gain admittance to her inmost shrines, and if you really love her, it will almost seem as if nature heard your silent prayer and smiled upon you in acceptance. The Bras d'Or boats connect North Sydney with Baddeck four or five times weekly, and Canso and Why-

cocomagh tri-weekly. To take the latter first, the sail of 24 miles on the fast "Elaine" along sunny slopes, and hills rising to mountains, through the Little Narrows to Whycocomagh Bay seems like a realization of childhood's dreams. Nor does the near approach to Whycocomagh destroy the illusion. It is a bay of beauty, with ideal surroundings.

WHYCOCOMAGH.

Whycocomagh is at once a pleasure resort in her splendid mountain climbs, daily outings and moonlight excursions.

While the trip by the "Marion" through Barra Strait, the Great Narrows, and across the Great Bras d'Or to St. Peter's Canal and Canso is equally alluring the passage through St. Peter's inlet, where the narrow channel turns and twists through the little forest of firs and alders, like the wriggling of a freshly caught eel, is charming. From North Sydney to Canso the lake trip is one of surprising interest and beauty. To quote the word painter, Chas. Dudley Warner, "we passed through some pleasant valleys, and picturesque neighborhood, and at length winding around the base of a wooded range and crossing its point we came upon a site that took all sleep out of us. This was the famous Bras d'Or." The beauty and charms of this inland sea and its surroundings are not nearly exhausted by a few excursion trips, or measured upon the scale of car window glimpses. Linger a few days on its mirrored waters floating up into the clouds, and revealing in clear and sharp reflection the hill and mountain skirting its shores; rest on its luxuriant green slopes and mountain sides, then you will have whispered to you the secret of her charms, and you will love her beauties as thousands have before you. Nor do lakes and picturesque scenery tell the story of inviting attractions. Time will not drag heavily on the visitors hands. There are sources of enjoyment on every side; boating, fishing, etc. The North Shore trip is the Paradise of sportsmen and anglers, and one glimpses bays, lakes and rivers whose names are synonyms for trout, six pounds too, only a few hours sail from North Sydney. Anyone having a fondness for exploration may reach within an hours drive from North Sydney, the famous Georges River Mountain, six and seven hundred feet, extending beyond Boisdale, showing dolomite iron ore, and other minerals. The Blueberry mountain near Burchell's Coal mine, Big Bras d'Or, reached by steamer or a two hours drive from North Sydney will prove interesting. Here the under strata or granite is forced up a thousand feet, bending the upper strata almost at right angles with their old horizontal levels. On the top is table land, covered with blueberry barrens, lakes and forests. For coal formation, North Sydney Harbor lies on the producing coal measures, and the seams of the basin are visible on the fore shores and cliffs of the entrance.

LABRADOR.

The grand field, however, for sportsmen and anglers, is on to Newfoundland and the Labrador. From North Sydney by the Reid line to St. Johns, passing countless lakes and lakelets, rivers and gorges, and by the fast and commodious steamship "Glencoe" to Harbor Grace and Catalina, thence to Battle Harbor and on to the Labrador ports, returning by Belle Isle, the Thousand Islands and the "Bruce" to North Sydney, is a trip for majestic scenery, etc., scarcely if indeed equalled any where in the world. From Battle harbor northward the scenery improves; great cliffs tower up above the ship thousands of feet; "bays taking majestic sweep, unveiling numerous islands and lovely benches," terraces upon terraces of mountains rise in the background, clothed with

snow. Gigantic peaks with deep chasms between them, glaciers and bits of water framed in mountain walls that rival the best of Swiss and Norwegian scenery.

Returning by Belle Isle, the mountain ranges, forest, ravine and coast walls, revealing minerals, show an ever changing panorama. To the person taking interest in the great North American fisheries, this is an opportunity not to be obtained elsewhere.

But one of the greatest attractions and charms of North Sydney is its health and wholesomeness. It is during the months of sunstroke and heat in the crowded western cities that North Sydney, with her invigorating climate, ocean and lake watering places and many resorts, bids a genial welcome to all, and offers her gracious hospitality.

RAPID TRANSIT.

In direct association, North Sydney stands for rapid transit, only a little more than 2,000 knots from Queenstown as against 2,800 to New York and some 2,500 to Quebec. "While cheap transportation is the great problem for Canada, there is another only second to it," says Sir Sanford Fleming, "and that is rapid transit; but they are two very different things and all attempts to combine them must in the end fail. Cheap transportation will not be obtained by greatly increasing the running expenses and the consumption of coal on ocean ships and by running them at high speed in dangerous navigation." He points out that the "St. Lawrence is the proper and the natural route for the transportation of the staple products of the country and for all heavy merchandise, but it should be carried in cargo steamships of moderate speed and minimum cost." He says "the conditions imposed by nature are unfavorable for rapid transit by the St. Lawrence route, and any attempt to establish on this route a line of fast transatlantic steamships to rival those running to and from New York would result in disappointment. In the event of a fast ocean service being established, it should not be for cargo merchandise but almost exclusively for passengers and mails. It should avoid the Straits of Belle Isle, and speed should not be maintained in the river St. Lawrence owing to the tremendous risks to which the ships and their passengers would so seriously and frequently be exposed in the Belle Isle route." His idea is "to have the fastest ocean ships on the shortest ocean passage." He shows that "North Sydney is the nearest eligible Canadian port to Europe and has many advantages. Among others it is the eastern terminus of the Intercolonial Railway and a commanding point for Newfoundland. The fast mail boats after landing mail, etc., could proceed to Quebec and Montreal."

The surveyed railway distance from Louisburg to Port Hawkesbury is 87 miles, the distance from Sydney to Port Hawkesbury is 95 miles, and from North Sydney to the same point 83 miles, which could easily be shortened to 77 miles by a straight line to North Sydney from George's river station, thus avoiding the long curve by the junction.

The Boston Globe is responsible for the statement that it takes the SS. Kaiser Wilhelm 7 days, including detention at New York, to deliver English mails to Boston, and it shows how the same boat could deliver their mails in 5 days by Cape Breton ports. Speed being the first consideration with the people in this time of the strong impulse impelling mankind to bring the continents nearer by rapid transit. The faster the travel the more popular would be the route, and it must necessarily be the same with successful steamship lines. The use of the Queens-town-North Sydney route by fast liners will go far to meet this modern desire for

the annihilation of time and distance. As pointed out by the Globe, the new route will reduce the distance between London, Boston, Montreal and all Canada from forty to sixty hours. The effect of this in all matters of literary, domestic and commercial relations between the continents will be as if some gigantic convulsion had swung North America a thousand miles toward the Old World.

COAL AND IRON.

North Sydney possesses the advantage of being the shipping port for the General Mining Association's coal trade. The excellency of this coal has obtained such wide recognition that it is hardly necessary to refer to it here. In this particular respect, nature would seem to have dealt in a spirit of partiality with North Sydney, for there is no one mine in the Dominion, and probably not in North America, that has been in continuous operation since the 16th century. This wonderful record has been made on account of the safety of the mine for continuous operations, which by the way has only had one light accident, and the excellent quality of the coal—always in demand—when the other mines in times of depression had to suspend operations for markets. The company's areas are large, extending from North Sydney Harbor northward to the Great Bras d'Or Lake, containing a never failing supply of coal. But the advantage does not lie in the mere fact that the large coal measures adjoining North Sydney are of an excellent quality for steam, iron making and domestic purposes, and in quantity sufficient to supply the Dominion for many generations, but in the further fact that these large coal areas, except a very small corner in the Southern section of one seam, lie near the surface, and are more easily, more cheaply, and more safely mined than many of the great coal districts yet opened up. This valuable property is being absorbed by the Nova Scotia Steel Co., and Canadian and British capitalists with a view of establishing extensive iron works at North Sydney at an early date.

COST OF PRODUCTION.

Of the manifestations for North Sydney's expansion, the iron and steel industries are the most notable, where the advantages of close association of coal and limestone can be presented within a radius of three miles, and the iron ore from Belle Isle laid down at the North Sydney works at less than one dollar a ton. "No where else in the world," says a high authority, "can the production of iron be established on a large scale so economically as at North Sydney. This statement is supported by a comparison of cost here with iron producing countries. "I should be disposed to place the cost of manufacturing hematite iron," says Mr. J. Stephen Jeans, Secretary of the British Iron Trade Association, writing in an August number of the Baltimore Manufacturers' Record, "in the three principal centres of the trade—West Cumberland for England, Westphalia for Germany, and Pittsburg for the United States, at the following approximate figures:" We add North Sydney for Canada.

	Eng.	Westphalia	Pitts'bg.	North Sydney (Lake Superior ore)
Iron ore....	1.14.0	1.15.0	1.5.0	\$1.15
Coke ..	1.2.6	1.0.1	0.7.4	2.0
Limestone.	0.2.0	0.2.0	0.1.11	.1
Labor	0.3.6	0.3.0	0.2.6	.51
Repairs	0.1.6	0.1.6	0.1.6	.25
Other cost.	0.1.0	0.1.0	0.1.0	.25
	3.4.6	3.3.0	1.9.5	\$5.45
Or.....	\$1566	\$1530	\$357	

These estimates from the highest possible authorities show \$2.12 in favor of North Sydney over Pittsburg, \$7.85 over Germany, and \$3.21 in favor of Canada over Great Britain. But as Pittsburg figures may be based on Lake Superior ore, the following table shows relative cost of iron from said ore at Pittsburg and North Sydney:

	Pittsburg.	(From Wabana, or Belle Isle) North Sydney
Iron ore	\$6.12	\$1.60
Coke	1.91	2.57
Limestone	.46	.37
Labor	.60	.50
Repairs	.35	.25
Other costs	.24	.25
	\$9.57	\$5.47

Let it be observed that in addition to the \$2.12 per ton, at which Superior ore can be turned into steel at North Sydney cheaper than at Pittsburg, the transportation from the Lake Superior mines to North Sydney is equivalent to taking the finished product so far on its way to the European markets.

SHORTER DISTANCE

North Sydney is again below Pittsburg \$2.12 in cost from Lake Superior ore. This is not all. American iron centres are inland, the railway carriage and second handling for exports add to the cost. Besides the distance for European competition are in favor of the Sydneys. To take Baltimore for Pittsburg's ocean port, the distance in favor of North Sydney to Liverpool is 1200 miles which, at a mile per mile, carriage for Al ocean ships, would mean \$1.20 extra freight, not including railway expenses. Birmingham, Alabama, is still more unfavorably situated. It is 258 miles from Pensacola, 276 miles from Mobile, 475 miles from Charleston and 183 miles from Riverton on the Tennessee river. This river is the nearest navigable water. The distance from Riverton to the sea at New Orleans by water is over 1000 miles. It is obvious that Birmingham is handicapped as regards an export trade by its distance from the sea. The railway charges on Birmingham iron, f.o.b. Pensacola is quoted at \$1.00 per ton, while the water distance in favor of North Sydney to Liverpool exceeds 2300 miles which, on the above basis, would mean something over \$2.00 extra water freight. By a glance at the map will be seen the splendid position the Sydneys occupy for dominating the markets of the world. If, say, iron were required in Europe or to supply the large increasing demand in the Mediterranean, the Sydney product would have a freight advantage of from \$1.60 to nearly \$3.00, and an advantage at any outside market equidistant from Birmingham by water. It will show advantage for the Sydneys in South American markets over both British and American iron, also over American in South Africa, the Pacific, at Melbourne and the East. When the Isthmus route is opened the Sydneys will easily lead European iron makers in the Northern Pacific and the far East. Looking over the country, and appreciating something of Cape Breton's wonderful advantages, it must be conceded that North Sydney section with its large accumulation of minerals, and its location with respect to the world, affords the broadest opportunities for profitable iron industries.

SHIPPING AND COMMERCE.

In North Sydney, the Dominion possesses an Atlantic port so well situated for commanding shipping as to supply in a considerable measure the trade with tonnage for export. The coal expansion on the St. Lawrence is another factor in the commerce of the port, and also a factor in supplying required tonnage for handling

lake trade, while the heavy advance in English coals should farther increase tonnage arrivals here, and particularly the number of bunker boats. This bunkering business presents one of the most interesting features of Cape Breton's industries. It goes without saying that this is one of the most profitable branches of ocean commerce to the coal owners, and port generally, and it is of importance to note that there are indications of this industry, which is only yet in its infancy, expanding. Situate at the confluence of the St. Lawrence with the American seaboard, and consequently on the great lines of the American, as well as Canadian commerce, it means an ever increasing demand for bunker coal. The large advance in prices of European coal and iron industries, the consequence of exhausted iron deposits and worked out mines, which in the face of increased uses for iron and steel in the development of navies, merchant marine, extensive railways, and the consumptive requirements of Eastern countries justify the belief in a still greater expansion of the iron and steel trade, and a consequent demand for Cape Breton coal and iron product.

What has happened at Birmingham, Pittsburg, and Westphalia may be expected to follow at North Sydney, not necessarily taking from other establishments, but through the general expansion of industry and business, consequent upon cheap production and the part taken by the Sydneys in providing the means for an enlargement of Canadian trade.

OCEAN TRANSPORTATION.

In the matter of ocean transportation, Cape Breton, through its ports demands a careful hearing. A citizen of North Sydney, Mr. George H. Dobson, than whom there is no more profound thinker and compiler of facts upon this important subject, recently received from an interested source a request for fullest information regarding ocean transportation, and that gentleman replied substantially as follows: "The matter of route has delayed the fast service, experts differing as to the expediency of mining boats of high speed on the Belle Isle route. Some contend that it is useless to put on faster vessels than that route would permit with safety. The question of safe tracks for rapid ocean transit is receiving, and must continue to receive, the consideration and attention which is due, when the vastness of the commerce of the seas at the present day, is taken into account.

The following valuable suggestions from Capt. W. H. Smith, R.N.R., will perhaps best exemplify:—

THE GREAT ARCTIC CURRENT

flowing from Davis Straits and Baffins Bay, fed by innumerable tributary streams, bears upon its bosom hundreds of miles of field ice, and a large number of icebergs, which fill the sea off the coast of Labrador and Newfoundland on its progress southward until the Newfoundland Bank is reached.

"When the warmth of summer brings down Arctic ice into the ocean track the New York steamer can with little increase of mileage choose a southern route and career at speed through fog, fearless of ice or land, until she reaches off her port. But how her speed through fog, fearless of ice or land, until she reaches off her port. But how can a vessel that must enter the St. Lawrence do this, where the gateways are near Cape Ray or the Straits of Belle Isle? It is impossible; and how can she safely go 20 knots through fog when within land bounded waters? If it be contended that navigation is now made safer than formerly, we answer it is mainly due to increased watchfulness, for no beacons or lights can turn aside the dangers of ice and of fogs in land lock areas."

James and Alexander Allan in the Lon-

don Times, reviewing the Huddart contract for 20 knot guaranteed speed on the St. Lawrence route said.

WHAT WAS THE ALLAN HISTORY?

In the earlier years of their contract, although the speed was not half that now required, it had to be maintained under penalties, and in trying to fulfil its terms they lost between 1860 and 1864 six mail steamers. In 1864 when the contract was renewed, they got the following clause introduced: "When the presence of fog or ice makes it dangerous to run the vessels at full speed, it shall be the duty of the captain either to slacken or to stop the vessel as occasion may require, and the time lost by doing so, if proved to the satisfaction of the Postmaster-General, shall be allowed to the contractor in addition to the time specified for the length of the voyage."

"When that proviso became operative the good record of the mail service began. The immunity from disaster is due to the fact that speed is no subordinated to safety. But speed under the new contract cannot be intermitted if the steamers are to compete with Campanias and Lucanias.

THE MAIL SERVICE.

In regard to Canadian mails, there is important information in the Post Office department or should be, which the public should have, viz: The Captain's log, reports of voyages giving speed, delays, etc., which shows the time consumed by the respective mail boats in transit between London and the Canadian point of debarkation. The percentage of mails via New York would be of great interest. Business men would find this information of importance, as indicating the best routes and boats for dispatch. All this information is annually laid before the British Parliament, also the American House of Representatives. A request for "all information re transportation" opens up a large question, and one which is of vital interest to Canada at the present moment.

RAPID TRANSIT.

The strong impulse which seems to be impelling mankind to ever increasing speed, having had its renaissance within a generation, and particularly within the past five years, has been so marked that its significance is hardly yet understood, except as seen in the ascendancy of states with the most economic means of propulsion and the fastest systems of transit. This is strikingly demonstrated in the growth of Germany, the present expansion of British trade, as well as the forward progress of Japan, Russia and other countries providing such systems. Considering the present day development of international commerce, where does Canada stand with her splendid geographical position for handling North American trade and travel? This is a question demanding quick and earnest consideration of every Canadian. Shall Canada take her rightful place at the head of the procession in this march of progress and prosperity, or must this country continue a humiliating dependence upon outside nations for mail, conceding to them a double lion's share of our ocean commerce? We are only "marking time"; comparatively hardly that. We cannot compete under present conditions or take advantage of the gigantic business opportunities which lie before us, alongside of nations already leading with best systems, and making every provision for further capturing traffic in the world's competition, while Canada is so lamentably behind the times. The Germans now hold the blue ribbon on the Atlantic with their "Kaiser Wilhelms" of about 22 1/2 knots, and they have just contributed to the New York service

another vessel to average 23 1/2 knots, while they are laying down another mail liner larger than the "Oceanic," which is to make an average speed of 25 knots an hour. Russia is pushing to the front, and the American shipping bill "for the promotion of commerce and increase of foreign trade, etc.," which is sure to come after the Presidential elections, will enable the United States to virtually be in position to sweep the Atlantic. This is conceded by the most conservative shipping publications. Canada has already lost heavily by the Government's delay in this matter. Parliament should appreciate the situation and act promptly, lest we lose the opportunity of the age by other nations obtaining permanent control of trade routes and travel. Our most immediate requirement is an up-to-date service similar to that outlined by

SIR WM VAN HORNE

at Quebec, viz:—"I would provide Canada with a better ocean service than exists anywhere else in the world. They would be the fastest and most sumptuous and the most comfortable vessels afloat. I would make the line on the Atlantic so splendid that it would be talked of the world over. This would give Canada a most magnificent advertisement. For such a service the country could afford to pay a million dollars."

But for the country to get the benefit of such a service a first class track must be adopted. In the discussion of ocean speed, it is necessary to emphasize the importance of selecting tracks absolutely clear of every obstacle, hindrance and possible danger to fast steaming from port of reception of mails to port of delivery.

An eminent authority on rapid transit, Austin Corbin, says on this subject: "The introduction of some means of rapid transit between the two English speaking nations, wholly free from inconveniences, delays and hazards due to tides, fogs, and storms, encountered in narrow and crowded water ways and along dangerous coasts, is of the utmost importance to all trans-Atlantic travellers, who look upon the voyage as a necessary means to an end. The universal demand is for the shortest possible sea passage for travellers and the quickest delivery of mails."

The question in projecting the best trans-Atlantic line is how to secure a route which combines the merits of shortness and directness with safety and comfort to the traveller. In solving the question, ports having particularly advantageous geographical location for embarkation and debarkation, and from which vessels can at once obtain full speed, must be selected and ships must be run which have a maximum of speed, coupled with all the modern conveniences of security and comfort.

POINTS TO BE CONSIDERED.

There are four points to be considered in this connection. 1 (a) The comparison of time:

In 1833, the "Great Western" crossed in 15 days.

In 1846, the Cunard "Europa" crossed in 11 days, 3 hours.

In 1856, the Cunard "Pereia" crossed in 9 days, 1 hour, 45 min.

In 1867, the Cunard "Russia" crossed in 8 days, 28 min.

In 1877, the White Star Line "Britannic" crossed in 7 days, 10 hours, 52 min.

In 1887, the Cunard "Umbria" crossed in 6 days, 4 hours, 42 min.

In 1894, the Cunard "Lucania" crossed in 5 days, 7 hours, 28 min.

The new North German liner, "Kaiser Wilhelm der Grosse," made the run in November last for New York to Southampton, in 5 days, 17 hours and 8 minutes. Compare this time with the best previously made, that of the "Lucania," 5

days, 7 hours, 23 minutes, and add 18 hours, the time consumed from Queens-town to Euston Station, and it makes the time between New York and London 6 days and 1 hour. But by the "Kaiser" it has been reduced to 5 days and 20 hours.

The following show the quickest passages made by the Allan lines between Liverpool and Quebec. The 1897 figures are made from the Post Office Department records, Ottawa.—

Years	Days.	Hrs.
1857—Allans "Anglo Saxon".....	9	13
1867—Allans "Austrian".....	8	17
1877—Allans "Sarmatian".....	7	20
1887—Allans "Parisian".....	7	18
1897—Dominion "Labrador".....	8	3

SHORTENING THE TIME.

It will be noted that up to 1877 there was but little difference between American and Canadian mail boat crossings. The following shows the change since.

Years	Days.	Hours.
American..... 1877	7	10
Canadian..... "	7	20
American..... 1897	5	7
Canadian..... "	8	3

I find a further reduction in American mail time 1895-99 by the S.S. Kaiser Wilhelm," which would be equal to 5 days, 4 hours on the Queenstown route, also an expected further reduction still by the S.S. "Deutschland," to equal about 4 days, 23 hours on the same route. The same conditions for speed obtain on the Sydney route, as do on the New York tracks, with a further advantage that the voyage is shorter. Considering the relative merits of American and Belle Isle routes, which can be obtained from the averages etc.

The time occupied in the delivery of mails between London and New York via Queenstown by the S.S. "Campania" in the years 1895-8 is as follows:

Years	Ships.	No. Trips	Avg. T. Q.	Time.
1895—Campania.....	9	1025	157.4	
1896—Campania.....	12	163.9	158.1	
1897—Campania.....	12	163.7	156.9	
1898—Campania.....	12	163.5	157.3	

The following is the average time occupied by the "Parisian" between Liverpool and Rimouski:

Years	No. Trips	Average time hours.	Quickest trips hours.
1895.....	6.....	210.2.....	194.....
1896.....	6.....	198.14.....	183.....
1897.....	4.....	217.4.....	188.....

Looking at the matter another way the quickest and slowest passages are instructive. The S.S. "Parisian's" passages between Liverpool and Rimouski:

Year.	Fastest Trips, hours.	Slowest Trips, hours.
1895.....	194.25.....	220.....
1896.....	183.35.....	210.....
1897.....	188.....	286.....

DISTANCES OF THE ROUTES.

Following are the distances of the respective routes:—New York to Southampton, 3,128 miles; New York to Queenstown, 2,815 miles; Quebec to Moville, 2,465 miles; Rimouski to Moville, 2,318 miles; Sydney to Queenstown, 2,067 miles; R cord track to Fastnet, 1,988 miles. It will thus be seen and confirmed by "Captains Memorial to Lloyds" following that the Sydney route fulfills all the conditions laid down by Austin Corbin for ideal Atlantic tracks.

CAPTAINS MEMORIAL TO LLOYDS

signed by masters of 34 ships owned by the leading lines in Europe.

The Memorial of the undersigned Master Mariners in the Atlantic carrying trade, sheweth "That by recent decision o

Lloyds, London, the rates of insurance at Sydney Harbor, including the ports of Sydney and North Sydney, have been raised 1 per cent. exempting Halifax and United States ports, and as such will deprive Atlantic shipping of the privilege of Sydney Harbor." Here the Memorialists proceed to submit that in their opinion there "is no valid reason for raising insurance at Sydney over said other North American ports," and that they "consider such discrimination unjustifiable" "a serious matter which means inconvenience and loss" to Atlantic shipping. Unjustifiable because "the percentage of casualties to vessels calling at Sydney for orders have been less than the percentage of casualties at Sandy Hook." That the Sydney route is "abreast, if not ahead of the first and safest of ocean highways" only one serious accident occurring to vessels on the Sydney route in fourteen years. That from May to January many navigators considered this the safest of the several Atlantic routes, because, 1st between those dates "Sydney is free from all ice hazards," "That west of Cape Mary and near Cape Race the Atlantic waters, including the Sydney Coast and its approaches are an open ocean highway." 2nd That it avoids the hazards of the large traffic on the direct track from the United Kingdom to New York, and the narrow, crowded and somewhat dangerous waterways from Sandy Hook to New York piers." 3rd That the Sydney lanes both European ward and westward to the United States are well clear of Sable Island which lies on the direct British-United States tracks." 4th "That Sydney and its approaches are situated north of the large fog areas" "so prevalent from the Grand Banks of Newfoundland to Sandy Hook." That all the foregoing "easily explains why Sydney, its coast and route have been so singularly free from Marine Accidents." "That the commercial value of Sydney to ship owners as a coaling port is in its transatlantic position, midway between New Orleans and Liverpool on the great circle track; boats can carry more cargo by bunkering at Sydney where good steam coal is supplied with dispatch cheaper from its proximity to the harbor than is obtainable at any other ports." "Your Memorialists would beg to state that the seaward position of Sydney makes it a port of supreme importance as an Atlantic coaling depot, in contrast with Newport News, which is too far distant from European, and too near American loading ports to benefit Atlantic boats in cargo carrying, and from their individual experience of Atlantic routes and coaling ports that Sydney, with its safe approaches, absence of fog, capacity and splendid accommodation, is incomparable in North America both as regards its merits of directness and its easy and safe navigation." Your Memorialists would respectfully urge upon your consideration the fact that discriminating against Sydney is invading the economic system of Atlantic transportation." 5th (a) The time improvements of English mails via Sydney over New York will be seen in the following table.

VIA NEW YORK.

Description of route.	Hrs.	Mins.
Ottawa to New York.....	13	00
Detention at New York.....	8	00
Time occupied by "Lucania" on her quick trip in delivery of mails, from New York to London.....	156	42
	177	42
Equals 7 days, 9 hours, 42 min.		

VIA NORTH SYDNEY.

Description of route.	Dis- tance.	Time.
	Hrs.	Mins.
Ottawa to North Sydney..	1,015	25 15
Detention at N. Sydney..		2 00

North Sydney to Queens- town.....	2,067	93	30
Detention at Queenstown		2	30
Queenstown to London...		17	00
		140	15

Equals—5 days, 20 hours, 15 mins.

This shows how the Ottawa mails can be delivered in London 37 hours, 27 min. less time than by New York. This gain is based on the assumption that steamers can run at full speed the whole distance to their respective ports. It can be safely assumed that the boats on the New York route can not maintain as high averages as can be obtained on the shorter route to North Sydney.

The Boston "Globe" October 27 1899 states that the "Kaiser Wilhelm" takes 7 days including delays at New York to deliver London letters in Boston and also shows how the same boat could deliver them in 5 days, via. Cape Breton ports. It further states that Boston English mails and travel would have from 48 hours to 60 hours quicker dispatch by Cape Breton than via. New York. Hence all Canada and a large portion of the United States would enjoy the same dispatch as Boston and it would be a bold man who would undertake to predict all that dispatch would mean for Canada. Canadian railroad lines, increased population and wealth.

BETTER DISPATCH FOR ENGLISH MAILS.

English mail arrangements should be changed so that boats passing into the Gulf of St. Lawrence, could land mail at a Maritime or Atlantic port of call. The English mail boats up to July and August pass the doors of the Maritime Provinces carrying the mail hundreds of miles up the St. Lawrence which is subject to fog and are sometimes delayed in that way from 24 to 30 hours before reaching Rimouski. The mails must be sent back four or six hundred miles to Maritime Province points, entailing a total delay of from 60 to 90 hours to all that portion of the Dominion east of Rimouski, whereas all would be avoided and the country as a whole have much better mail dispatch by the use of an Atlantic Port of Call. Again, Maritime Province mail for London, via, U. S. ports are carried from 900 to 1,000 miles west to be returned east again passing Sydney the second or third day out from New York homeward. Thus American ports and present Canadian routes do great injustice to all Eastern Canada delaying the mails.

INSURANCE DISCRIMINATION.

The insurance discrimination against all British North American business from accidents on the St. Lawrence, mainly from the use of Belle Isle tracks, threatens the Atlantic carrying trade of the Dominion. It is driving shipping from Canadian to American ports. Cape Breton, with its safe trunks and ports has already suffered in the loss of Atlantic bunkering trade, to the advantage of Norfolk and New Port News. Shipping arrivals at North Sydney have declined from 2178 to 1575. The tax will be partially felt this season in view of the fleet of steamers that will be required for iron ore, transport, and the large increase expected in the coal trade. What it will mean to Canada will be seen to some extent, by the discussion of the London Chamber of Commerce last season. Before Lloyd's representative, Mr. Head, would consent to attend the meeting, he wanted results. He wrote saying: "He did not think any good would come from a meeting, the only thing they could rely upon would be improvement in navigation and freedom from losses." And instead of the Hon. Mr. Dobell, the promoter of the

meeting, pointing out a safe St. Lawrence route, through the main entrance, the first condition required by Lloyd's for reduction of rates, he informed the meeting of certain aids to commerce on the St. Lawrence including a fog whistle at Belle Isle, a light house on the coast of Newfoundland, and a permanent light house substituted at the Travers, sunk in 26 feet of water at low tide and 40 feet at high water. He was of the opinion "that these aids would enable all steamers to go to Quebec during the winter months," and claimed that in view of these necessary aids to navigation, the unjust discrimination should be removed. In view of what happened a few weeks after his statement in London, and particularly, his statement in the House last week, something more than this class of improvement is necessary to

MEET LLOYD'S REQUIREMENTS.

If he is correctly reported that insurance rates would be probably three per cent. this year and five or six next on the St. Lawrence, the prospects are dark for Canada. Such high rates will nullify the advantage the country should derive from the canal enlargement and railway systems, which have cost so much. Because it will be impossible for the Canadian route in those times of close competition, paying six and ten times the percentage of insurance charged on American tracks; as a business paying 35 per cent. could not compete with a firm paying 6 per cent. neither can Canada paying 3 per cent. compete with New York at about half percent. The rates from New York last year were from 3-10 to 1 per cent., and considering that most of the large modern carriers there are classed 100 A. 1 at Lloyd's, the insurance average would be under half of one per cent. These high discriminating rates against the St. Lawrence agree with Mr. Dobell's statement and that of others at the London Conference: "That they had a steamer under charter and to send her back now from the United Kingdom to Quebec meant an additional cost of £700 and as the owners pointed out they could send that steamer to Bangor, in the State of Maine, without one penny extra insurance; that in this case British North America was discriminated against to the extent of \$3409 or equivalent to 3 p. c. on cost of value." In closing his remarks, he concluded by saying that such a discriminating rate as £33s per cent. for loading on the St. Lawrence was not warranted and should be removed.

LORD STRATHCONA.

Mr. J. G. Colmer, C. M. G. Secy. to the High Commissioner for Canada, desired to say that the Lord Strathcona would have attended the meeting had he been in London. Mr. Dobell and other speakers had referred to the timber question but the significance of the matter was much wider and really affected the whole trade of the country with Canada. As he understood the question there was a restrictive clause in Lloyd's policies against B. N. A. ports in the Autumn and winter, and there had also been an increase in the rates recently, affecting the rest of the year. The effect of these restrictions on the general trade of Canada was to reduce the number of ships which might go into Canadian ports and to increase the freights, so that the shippers in Canada had to compete on unfavorable terms with the U. S. Besides this, steamers governed by the restrictive clause in the policies could not go into Canadian ports to coal as many of them wished to do. They had been doing much in Canada to promote trade with the Mother Country, but the restrictions and increased rates must have the effect of neutralizing to a certain extent the concessions Canada had made. They did not consider the risks of the

Canadian route greater than those of the U. S. but at the same time if anything could be done to improve the navigation of the Canadian route, it would certainly receive the favorable consideration of the Canadian Government. He was glad that the Chamber of Commerce had taken the matter up, and suggested that a committee might be formed to go into all the facts of the case and lay it formally before the underwriting community.

TWO ACCIDENTS

A resolution was then unanimously agreed to that after having the Hon. R. R. Dobell's statement regarding improvements and aids to navigation on the St. Lawrence to urge upon underwriters the importance in the interest of British trade of modifying the present conditions in Marine Insurance policies, which handicap Canadian importers and exporters in competition with that of the U. S. But what occurred after the London meeting referred to? Mr. Dobell was only a short time in Canada when two of the most serious marine accidents occurred that ever happened in connection with the St. Lawrence route. In the losses of the Dominion liner "Scotsman" and Elder Dempster "Marrimac." Although not in the St. Lawrence nor by the regular St. Lawrence tracks, the St. Lawrence and all our first class Maritime and ports were blamed for them by British and European underwriters. The accidents occurred from the use of the side entrance tracks, from hazards beyond the power of the Government to remove or overcome.

(A) For the reason that the entrance to Belle Isle is too narrow, subject as it is to fogs and other dangers. The currents change with the winds, while the soundings are not to be trusted. Under these circumstances boats approaching the coast which is rough and dangerous, are liable to accidents, particularly in fogs. Some make it north and some south of entrance, but land or breakers or sea wash are seen or heard before accidents occur. Some boats, however have very close calls and are in among the breakers before their position is discovered.

The S.S. "Scotsman" struck, however, and became a total loss south of entrance. Accidents are more liable to occur now than formally, owing to increased competition, speed and anxiety to make time.

(B). The ice flow extends two or three hundred miles seaward from Belle Isle. Its movements are explained by Captain Smith R.N.R. late Commodore of the Allan Line. Icebergs are moving dangers, that carry no lights or fog-horns, and boats using the Belle Isle route experience such hazards. These dangers are doubtless responsible for the loss of the S.S. "Marrimac" of the Elder Dempster line from Quebec last October which has not since been heard of. These serious accidents so soon after Mr. Dobell's opinion as to the safety of the St. Lawrence route will make it more difficult to get the discriminating rates removed.

Had the Hon. Mr. Dobell met Lloyd's demand at the August meeting for improved navigation by recommending

THE MAIN ENTRANCE

our situation for reduced rates would be improved; however, it is not yet too late to impress Lloyd's as to the safety of the main entrance tracks, and insisting on as low rates by them as on the New York tracks. The increase of serious losses point to the absolute necessity of the St. Lawrence route keeping pace with mod-

ern ships—not ships with tracks as some in Canada and even in England have suggested, owing to the use of Belle Isle. Ships are run on the basis of pounds shillings and pence. The British American authorities are continually improving the U. K. and U. S. tracks, particularly fast line tracks, and if Canada cannot keep pace she must go to the wall, as regards handling her mails, travel and freight through Canadian channels.

WHY IMPROVEMENTS ARE MADE.

Only a few years ago the Allans largely controlled the heavy St. Lawrence steam trade yearly. Now about 10 or 12 steamship companies large concerns, some of them controlling the largest merchant fleets in Great Britain, are competing for Canadian trade. Five years ago 5,000 tons was considered a large freighter; now it is 11,000 to 14,000. Then 10 or 12 knots was a fair average; now it is 14 to 17 knots. These few facts alone are significant of the improvements, indeed the revolutionising of the methods of ocean traffic, and the end as regards large boats is not yet in sight. It is found that the larger the cargo the cheaper the carriage. Progressive states are anticipating requirements of this wonderful movement in shipping. New York with 31 to 33 feet of water is aiming at a 40 feet channel. At Boston, New Orleans, Liverpool and European ports, great improvements and developments are taking place. We can with advantage take a leaf out of the book of our American cousins in providing every accommodation necessary to meet the requirements of exporters, shipowners and underwriters.

In conclusion

I AM NOT ATTACKING

the St. Lawrence, Canada's great water way, I am merely defending it when the main entrance is considered against attacks of British underwriters. I only refer to the use of the side entrance, which is killing the St. Lawrence and our Maritime trade. It is a shame to have such a splendid water route and the trade of the Maritime ports demoralized by the use of Belle Isle's hazardous tracks. The New York U. K. tracks which were comparatively safe previous to 1876 have been improved from time to time since.

It will also be seen that the English "Press" is making loud complaints against the St. Lawrence route. It says shipowners are complaining bitterly of the high rates of insurance, obtaining in the Canadian trade. This increase results from accidents chargeable to the ice tracks of Belle Isle. Thus while the English "Press" was praising the wise measures for the improvement of navigation on New York tracks, it condemns the negligence on the part of Canadian authorities for the hazards connected with the St. Lawrence route. This insurance advance is striking us hard in the Maritime Provinces, as well as all Canada and should be taken up by Parliament. How can the situation be improved? In two ways, by the government arranging for the mail boats to use a Maritime port of call, which means the use of the main entrance, and at once safer tracks, and as other lines would follow the English mail boats there would be less accidents and lower insurance, again if Mr. Dobell is acting for the country the situation could be improved by pressing on Lloyd's and British underwriters for the removal of the discriminating rates by the main entrance, which route is safe as New York, if not safer as may be seen by the Masters

Mariners annexure. (A). The situation is sufficiently embarrassing to justify parliament dealing with it. The mail boats calling at a Maritime port could also call at Rimouski.

If the question of extra distance of 149 knots from Quebec to Liverpool via Cape Race is raised, it should not prevail. Such an objection would only be equivocal, and a silly one at that, in the face of the continual lengthening of American lanes since 1876, for avoidance of ice and dangers. Now the extra distance of New York lanes is from two to four hundred miles, according to season. The wise among navigators have taught men "that often the longest way round is the nearest way home," and it would certainly be better for Canada to follow the example of the British American authorities in lengthening the tracks, and have low insurance, shipping and commerce, than to use short hazardous lanes, which means giving foreigners our carrying trade. It is no wonder that steamship men have refused to guarantee 20 knot speed by Belle Isle where boats have to run some 800 knots through ice and coasting line before reaching railing connection. The memorial of the Royal Society of Canada to the Government last spring on the improvement of Canadian tracks, shows that the extra insurance on a line valued at 2,000,000 pounds would amount to 125,000 to 160,000 pounds per annum on the Canadian route over and above insurance charges, that would be levied to the States. No one can begin to estimate what the country is losing from the delay in providing a fast up to date service on safe tracks, and it is difficult to estimate the loss and inconvenience of the present mail arrangements to the eastern provinces. The latter could be easily rectified, and should be on the opening of navigation by using Cape Breton ports. The natural advantages of the great St. Lawrence have been so perverted and neglected that American routes, travel and growth have been built up at our expense. Canada must eliminate this drawback, for which she alone is responsible. In the growth and expansion of the West and in the ocean commerce there are opportunities for all our railway lines, routes and Atlantic ports, as it is in the United States from Portland to New Orleans. And there should be unity of action in working for the St. Lawrence and its Atlantic connecting ports in summer. If Montreal, the metropolis of Canada, cannot accommodate all the grain and port business, why all should be glad to see Quebec equipped to assist in it. If impediments to continuous high speed in the St. Lawrence prevent the necessary despatch to compete with New York, then all should unite in making the Sydneys, with their fuel supply for St. Lawrence commerce, the port of call, which is the natural adjunct to Quebec and Montreal, as Queenstown is to Liverpool, Plymouth and Southampton are to Bremen and Hamburg and such a mail service should be established, as would make Halifax the first winter port for rapid transit in North America; all should assist in making St. John the winter freight port of the Dominion in place of Portland, Boston and New York.

We are all in the same boat, as it were, and there should be no jealousies. There is no need of it, as there is plenty for all, and to spare. If we harness and pull the road together, each route and each port would handle the traffic best suited for it.

We are entering a new era of production of large industrial enterprises, freight movements and ocean travel, and if the Government can be prevailed on to immediately provide necessary transit facilities, port equipment and the use of Atlantic tracks, absolutely clear of every possible obstacle, hindrance and danger to fast steaming, I am persuaded that the course of empire would be diverted to

Canada, and you would soon see her as great in population, enterprise and wealth as she is in situation and resources.

PUBLIC SCHOOLS OF NORTH SYDNEY.

The schools of the town are divided into two sections called the Upper and Lower Schools. They are made up of thirteen departments in all, eight in the Upper school, and five in the lower. A correct idea of the number attending the various grades can be gathered from the average enrollment made in each department during the last five years. The enrollment is as follows:—

UPPER SCHOOLS.

High School Department taught by Principal and Vice Principal, consisting of two departments containing

1st. Dept.	Grades.	aver. for 5 years.
VIII, IX, X and XI		76.4
2nd "	VI and VII	76.8
3rd "	V	69.7
4th "	IV	60.6
5th "	III	53.8
6th "	II	61.8
7th "	I and Kindergarten	105.2

LOWER SCHOOLS.

High School.	Grades.	aver. for 5 years
1st "	D-pt. IX, X, and XI	35
2nd Dept.	VII and VIII	50
3rd "	V and VI	50
4th "	III and IV	67
5th	Primary Grades and Kindergarten	94

Making the total average enrollment of school children in the town for the past five years 787; the number enrolled during the present school year ending July 1900 already totals beyond any of the previous years. The number at present is 857. In the primary departments of both schools there are excellent kindergarten facilities. Both these departments are presided over by specially trained teachers in kindergarten work, and the results obtained thus far have been excellent. The course of study ranging from primary work to grade B. work, in the High School, follows the course laid down by the Council of Public Instruction; the course of study rising by even gradations as the pupils are passed from one department to another until the final leaving or Grade B. examination, those successful in holding grade B. certificates are passed into the universities, if they so desire it, without farther examination. The above course is strictly followed in the North Sydney schools.

We can best gain an idea of the work done in the High School by giving the subjects taught and the results of the Government examinations. The High School is divided into three divisions known as 1st, 2nd and 3rd years, or grade D C and B respectively, most of the subjects taught are included in each year gradually increasing in difficulty. The subjects are as follows: 1st. English language, English grammar, history and geography, science, including chemistry and physics, drawing and bookkeeping, arithmetic, algebra, geometry, practical mathematics, Latin, Greek and French.

Usually about 40 or 50 of those enrolled as High School students present themselves for the Government Examination held the first week of July in the High School building.

Last year's result was 6 B's, 10 C's, and 15 D's successful; making up the most of those who presented themselves for examination. In fact only one B. standard failed to get the grade applied for. Another important class of students are those taking up special work. With these the past record of the school is a good one, having successfully matriculated students for medicine, dentistry, McGill science and law. Students from outside, boarding in town this year number 17. The High School building is comparatively new and

is situated in the best quarter of the town. It is of the latest plan and fully up to date being roomy, well lighted and heated by hot water. In closing we think it due to our schools to state that our past record has proven that no youth desirous of a good education or a training fitting him for our universities need put foot beyond the town limits to obtain the same.

NEW CAMPBELLTON, C.B.

This picturesque and beautiful harbor is situated within the Great Bras d'Or entrance and twenty-five miles below Baddock the chief town of Victoria County.

It is the port of shipment of all the produce of the fertile plateau extending from the waters of the lake and ocean to the foot of the giant ridge of Saint Anns Mountain which rises sheer from the plain to the height of 1,000 to 1,500 feet along its Northern boundary. Besides being a rich agricultural district, this portion of Victoria County embraces the North West section of the Cape Breton Coal Field whose mining interests are prosecuted by the Cape Breton Coal Mining Company, Limited, Burchell Bros., are the principal owners.

In addition to coal, the district abounds in dolomite and limestone of the finest quality. The estimated quantity of coal which underlies the companies properties is 26,000,000 tons.

Outside of the General Mining Association and the Dominion Coal Company, the Cape Breton Coal Mining Company is the only colliery in Cape Breton in operation.

The advantages of New Campbellton as a shipping port cannot be over estimated. Its close proximity to the entrance of Great Bras d'Or Lake and the Atlantic on the North and the St. Peters Canal route south, give it excellent shipping facilities.

THE GEORGES RIVER COPPER.

The Georges River copper mine is located on Georges River mountain, about 60 feet above water level. It is about 6 miles from North Sydney, reached by a good road. The area of the property is 2 1/2 miles by 1/2 mile. The shaft which has been sunk about 80 feet deep is about half a mile from navigable water for large shipping. The I. C. Railway runs between the mine and the water. The vein has been cut across at the bottom of the shaft 28 feet, all well mineralized and assayed 19.76 p. c. of copper, besides gold and silver. The Fletcher Government Geologist visited the mine in 1896, and took specimens of the ore to Ottawa for exhibition. In his official report he said he found the copper ore very rich and remarkably free from other sulphides. The department recently procured specimens of the ore for the Paris Exposition. New York parties are now negotiating for the purchase of the mine for \$50,000. They had the ore assayed and were well pleased with it. The mine is owned principally by parties in North Sydney.

THE UNION BANK.

The Union Bank of Halifax is one of the oldest and most reliable Banking institution of the Maritime Provinces.

It was established at Halifax more than forty years ago and has enjoyed a large measure of prosperity.

It has an authorized capital of \$1,500,000 of which \$1,000,000 is subscribed and \$900,000 paid up. Its reserve fund amounts to \$328,610. William Robertson, Esq., is President, William Roche, Esq., Vice President and E. L. Thorne, General Manager.

The Bank has 16 branches in Nova Scotia, including four in Cape Breton.

The last are situated at Sydney, North Sydney, Glace Bay, and St. Peters.

Besides the business of discounting notes and receiving deposit on current account the Union Bank has a Savings Bank Department which is a great convenience to the public. Deposits of one dollar and upwards are received and interest at the current rate is allowed. The depositor is furnished with a pass book and can withdraw at any time without notice. The management of the Bank have great faith in the bright future of Cape Breton, and this is evidenced by the fact that they have four branches on the island.



The County of Cape Breton, borders upon the eastern shores of the Island and is the most populous of the four counties which comprise that portion of Nova Scotia east of the Strait of Censo. Its County Council is composed of twenty-five representatives of so many districts. Through the good offices of Mr. H. C. V. LeVatte, warden of Cape Breton County, the REVIEW was enabled to gather information of a special character from all over the country. Mr. LeVatte requesting the district members to forward a census, so to speak, of the special features of each district. District No. 1, is in and about Sydney, and is dealt with in the matter pertaining to the town. District No. 2 lies about 1/2 mile from the boundary of the Town of Sydney, and the attractions of the immediate surroundings of Sydney are equal to those of this municipal district. There are some very fine dairy farms in district No. 2, and this industry must increase in importance as the population of the Sydneys continues onward and upward. In the hunting line feathered game about covers the list although that kind is very plentiful. The district supplies fine fishing, herring, salmon, codfish, trout and smelts in abundance. A thrifty commerce is conducted between this district and New York and Boston in smelts particularly, the others of the finny tribe being subject to the inhabitants for local consumption and the sportsmen who turn this way on pleasure bent. The district produces fine fruit, there being numerous orchards which would grace far more pretentious sections of Canada. Gold, iron and copper are found in this district in quantities which are most flattering. A very valuable seam of moulding sand has been discovered on the lands of Daniel McKillop, Coxheath, seven feet in thickness and of a quality which has been declared to be most excellent.

PORT MORIEN.

Port Morien, (Cow Bay), is the birth place of the coal trade of Canada and the origin of the water borne coal trade of the St. Lawrence which has expanded to such important dimensions.

The town has a population of about 1000 persons, and is situated on the north shore of one of the most picturesque roadsteads in Canada.

The harbor is protected by a breakwater which cost \$250,000 and excepting Louisburg, is the only coaling port open all the year round. Morien contains four churches, excellent schools, commodious Masonic and other halls, and much real estate of a substantial and valuable description.

The earliest collieries in Canada were established here and the local coal industry antedates the British occupation of the country. The coal seams called "Gowrie and Black House" are of singu-

lar richness and above the average standard of quality. The existing works are owned by capitalists from Newcastle-on-Tyne, England, who can trade about 100,000,000 (one hundred millions of tons) of coal in this district, chiefly the old standard coals referred to.

A fishing industry is carried on with success and rests on a substantial basis. One of the important lobster canning industries of the country is located at Port Morion and the produce of the local canneries is a private brand on the English market.

The landscape features of Morion are much admired, all the picturesqueness of Sydney Harbor being found here.

The main line of the Sydney and Louisburg Railway passes to the rear of the town, which lies practically half way between the two places.

DISTRICT NO. 3.

This District borders on the Mira River for a distance of 22 miles. This stream is navigable for small craft throughout its entire length, viz.: 30 miles. At present a small steamboat runs up and down several times a week during summer season, bringing small quantities of freight from the railway station at the mouth of the river for country stores along the route and sometimes for the farmers, and bringing back in tow pit timber, railway ties and lumber generally.

This river possesses most beautiful natural scenery along its course. A sail up and down in it is pronounced by tourists to be simply charming. It is spanned by four substantial iron and concrete bridges, three of them built by the local government and the fourth by the Dominion Coal Company.

The principal points of interest within the District are the settlement or perhaps more properly, the village of Marion Bridge, and the railway station at Mira Gut. The former is a thickly settled and beautiful place. At this point it is not unusual to meet persons from all parts of Canada and the United States, and it is always pronounced the most charming spot on the river. The largest store in the district is owned and conducted by Neil Fergusson, who represents the District in the Municipal Council.

MINERALS.

Coal is known to exist in some parts of the District, notably at Cochran's Lake, and on the Sidney road four miles from Marion Bridge. At Cochran's Lake considerable developments were made, and it is proven beyond a doubt that a good quality of coal exists there in workable seams. Limestone is found in large quantities about Sandfield.

INDUSTRIES.

The District is almost purely an agricultural one, although that industry was never prosecuted to the extent that any farm products were ever exported. Many hold the opinion that with improved methods the soil could be made remuneratively productive. There are a large number of well kept farms within the district, on which the owners make a comfortable living.

There are within the District four saw mills one of which is driven by steam and the other three by water power. These mills turn out annually a very respectable quantity of commercial lumber.

As a resort for tourists there are some excellent localities along the Mira River. The natural scenery is all that could be desired, the steam service in the river although not a pretentious one, will afford sufficient accommodation to take in the scenery along the river. In September, Sir Charles Tupper, Bart, the County

Representative, took a trip on the river boat, nearly the entire length of the river, and expressed himself as charmed with his trip. There is however, one drawback that would be detrimental to the comfort of tourists, viz.: the want of a suitable hotel. This want will by and by be so felt that some one with means will be encouraged to build a hotel and make money by the project. In the meantime it may be said there are many places where travellers are accommodated and made satisfied. There are within the District several good places for trout fishing, notably, Black Brook near Mira Gut, McKinnon Brook, three miles below Marion Bridge and Salmon River about six miles from Marion Bridge.

DISTRICT NO. 4.

There are four good workable seams of coal in this district all underlying and cropping out in flattering style. Farming is carried on vigorously, that is to say in the raising of hay, oats, barley, potatoes, turnips, and cabbages. The fishing that is principally prosecuted here is cod, herring and lobster. There are three flourishing lobster factories in the district. The advantages as a summer resort cannot be excelled, there is a river about four miles long, the dividing line between districts No. 4 and No. 10. A beautiful place for bathing. Blue wing ducks are plenty in August and September.

DISTRICT NO. 5.

The geographical position which perhaps would make this place undesirable for a summer resort, its nearness to the Atlantic and its consequent summer fogs, is perhaps the best guarantee of the future existence of the little village, as the deep sea fisheries are within the immediate reach of its inhabitants.

Although the cod and herring fisheries were partial failures the past year upwards of \$50,000 worth of all kinds of fish were exported from the place.

On account of communication, trade is nearly all done with Halifax, which is carried on by coasters or small vessels owned here.

No minerals have yet been discovered in the near neighborhood although limestone is abundant.

Naturally the opportunities for boating are excellent, and at times as exciting as the most enthusiastic could desire.

LOUISBURG.

District No. 6.

The harbor of Louisburg is situated on the south and east coast of Cape Breton. It is safe and commodious, and open the year round. To the student of history Louisburg is well known, since it has played an important part in the history of America during the eighteenth century. Since then it has simply been a port of refuge for storm-tossed vessels, and a fishing and marine port till the year 1894.

When Mr. Whitney inaugurated the Dominion Coal Company in 1893 the knowledge that within thirty miles of their collieries the open port of Louisburg was available for shipments of coal during the winter season was the greatest factor in promoting and furthering that very important scheme. The constructing of a line of railway from Bridgeport colliery to Louisburg was completed in 1895, and Louisburg to-day is one of the most important shipping ports in Canada.

Since the commencement of the present year to March 13, 188,823 tons of coal have been shipped—principally to the markets of the United States, thirteen steamers having been engaged carrying coal to the United States markets and

three steamers to Halifax, Yarmouth and Boston. The population of that part of the district of Louisburg in the vicinity of the railway terminus and coal shipping pier has trebled during the past four years.

The Dominion Coal Company have just completed a freight wharf costing over \$30,000, and they have in course of construction a coal pocket which will be ready for service in May. When this pocket is completed they will be able to ship on board of a single steamer 1,250 tons of coal per hour. The improvements in connection with the company's works when completed will have cost \$125,000.

Louisburg will also be the winter port of transportation for the Dominion Iron and Steel Company. This company having used it the past winter for the importation of fire bricks, clay, cement, lumber and other goods from Philadelphia and Boston.

MINERALS.

A valuable deposit of talc has been discovered within two miles of the port of Louisburg. Several experts have thoroughly examined the deposit, and in every case it has been pronounced to be of exceptionally good quality, and showing every indication of being an immense deposit. Talc has come into use in the manufacture of paper, being used instead of china clay. The deposit at Louisburg has quite a large percentage of aluminium, and a short while ago a ton of this talc was experimentally used in manufacturing paper, ninety percent being saved, against 30 percent of china clay. The silica is of a clayey character, and does not interfere with the wires in manufacturing. Mathew Lodge, of New- ton, is placing this property on the market, and a great industry will shortly arise through its development.

The lakes in the vicinity of Louisburg contain deposits of tripolite or infusional earth. Within a radius of five miles of the port there are twenty lakes, some very large, containing millions of gallons of water. A company has been formed at North Sydney, and last season they drained two lakes in the near vicinity. Both had good tripolite deposits, which will be worked during the coming season. These lakes are situated in the Catalone and Bateston districts respectively, but are within four miles of Louisburg harbor. Several Louisburg citizens have lakes within a couple of miles of Louisburg which show good tripolite in quantities.

At Big Lansing a fishing harbor within ten miles of Louisburg, and a part of Louisburg district, quantities of boulders are found, containing over 60 percent of iron and every indication points to a valuable deposit of iron ore in the neighborhood. Steps will be taken during the present season for the development of this mineral.

CANSO AND LOUISBURG RAILWAY.

A company has been engaged the past four months surveying a line of railroad through the counties of Richmond and Cape Breton, commencing at Port Hawkesbury and terminating at Louisburg. I am informed by the representative of this company that their principal object is to land the mails at Louisburg, conveying them by fast trains through the United States and Canadian territories. They claim two days less sea voyage from Europe by landing mails at Louisburg, it being the nearest port to Europe on the American continent. They also claim that their railway will develop a great mineral country, will be the means of having large summer hotels erected, and will be the means of develop-

ing a great fresh fish business.

(See the report of a committee appointed by Municipal Council in January last.)

COMMERCIAL.

An agency of the Merchants Bank of Halifax has been established at Louisburg the past winter.

The following constitute the principal business firms, namely, Roderick McDonald, general store; Neil S. Townsend, general store; William W. Lewis & Co., general store and ship chandlery; P. O. Tarte & Sons, general store and ship chandlery; James McPhee, general store; Z. W. Townsend, general store; A. L. Bates, general store and millinery; A. H. McDonald, sail-maker; D. Lamont, tinsmith; C. L. Mitchell, lobster packer; C. D. Barnaby, millinery and confectionery; Mrs. Sophia Crowdis, bakery and groceries; Miss M. F. Slattery, notions and groceries; Peters Bros., butchers; Dr. F. O'Neil, drug store.

Louisburg has three hotels, namely, McAlpine House, kept by Miss McAlpine; Pepperell House, kept by Ronald McLean; Louisburg House, kept by Mrs. Hanly.

NOTES.

A monument was erected at Louisburg in June, 1895, by the Society of Colonial Wars of the State of New York to the memory of Sir William Pepperell and his associates, who assisted at the siege of Louisburg in 1745.

A company has been incorporated to supply the town of Louisburg with water and electric light. They get their water power within a mile of the Dominion Coal Company's shipping pier.

Port charges are moderate, the lowest of any port on the Atlantic seaboard connected with collieries or by rail, and the harbor being so situated, it commands a good bunkering business from transatlantic steamers.

It has four churches, namely, Church of England, Roman Catholic, Presbyterian Methodist, and good schools.

District No. 7.

This district headquarters are at Gabarus, a famous fishing port, and home of some of the most extensive canneries in Cape Breton. This is the centre of the lobster industry, represented by H. E. Baker and others. There are some sixteen canneries devoted to the lobster business on the coasts of Cape Breton doing a constantly increasing trade in this line, and Gabarus is the head centre of it. H. E. Baker & Co., at Gabarus, are the largest canners in Cape Breton, and Mr. Baker is authority for the statement that the fisheries of Cape Breton are sure to advance in importance commensurate to that which may be legitimately expected owing to their extreme richness. The Dominion Government has appropriated a sum of money for the purpose of constructing a breakwater at Gabarus, which will, when completed, make this one of the best situations for fishery canneries in America. This district is the place of residence of that well-known mineralogist, the Rev. D. Sutherland, who has discovered minerals all over the district, including copper, coal and iron.

District No. 8.

East Bay is pre-eminently an agricultural district, devoted to farming of all sorts—cereals, root crops, hay and seed crops—stock-raising, etc. Coal and iron ore outcrops in this district to a flattering extent also.

District No. 9

is fourteen miles long, four miles from front to rear, having a population of

eight hundred, two hundred families, all along the shore, command a beautiful view of the Bras d'Or Lake in summer. Half of the population are in the agricultural society, raising their own crops and feeding cattle, sheep, hogs and horses. They also catch codfish, herring and mackerel. There are three fine trout-fishing places, namely, Barachois Pond, Loon's Lake, rear of Beaver's Cove, and McAulay's Lake, rear of Barachois. Also fine summer resort places along the Bras d'Or Lake, convenient for boating and fishing, namely, Beaver's Cove, Bois-dali and Barachois Harbor. There is a mountain range, or ridge, leading along from east to west of the district, about a quarter of a mile from the shore line, where fine samples of minerals have been discovered, such as iron, copper, mica and a mixture of gold and silver, including plumbago and an abundance of limestone; forests, chiefly consisting of hardwood, pine, spruce and var and hemlock, etc.

District No. 13

comprises the district of Big Pond, Middle Cope and Irish Cove. It is situated 25 to 35 miles from the town of Sydney, and lies along and overlooks East Bay, an arm of the beautiful Bras d'Or Lake. This particular part of Cape Breton has been bountifully endowed by nature, and if art would add her share in the way of providing better facilities for getting to and from the place, there is no doubt that Big Pond, with its beautiful scenery, which includes an uninterrupted view for miles east and west of the waters of the Bras d'Or Lake, its innumerable brooks to be fished and plentiful supply of game would in a short time become the tourist's elysium. The inhabitants are without an exception descendants of those hardy Highlanders that in the pioneer days of Cape Breton settled here and made for themselves homes out of its primal forest.

Irish Cove, as the name would indicate, was first settled by representatives of a different race, the Fitzgeralds, Cashes, etc. In its topography and other features Irish Cove is similar to Big Pond, its inhabitants, like those of the latter place, being for the most part farmers, and pre-eminently noted for their industry, honesty and sobriety. Though this district possesses very little in the way of developed material advantages, it is nevertheless rich in promise. Indications there are of immense deposits of various minerals—coal, iron, copper, gold, etc.—and there are many who say that if capital were less coy and could be induced to risk herself here, there is no manner of doubt that she would be plentifully rewarded. The majority of the inhabitants are convinced that the time that will elapse before this occurs will be but short, and are contented to patiently await its coming.

GRAND NARROWS.

District No. 14.

Re the notes of interest to Canadians, Americans and Europeans who intend to visit this district or to learn about it, we can only give a very meagre description, especially of the scenery. For it requires nothing less than the eye to impress in the mind the various picturesque beauties which surround us.

First, for the benefit of the prospectors, we shall name some of the minerals, for, though undeveloped yet, we have ample proof that they are to be found. Coal—a vein seems to prop up near a place called Piper's Cove—gypsum, silver at Espasoni and Scheneocodie; plumbago, of which several cargoes have been shipped; gold at Scheneocodie and Eskasoni. In some of the quartz it

could be seen with the naked eye.

We have here some of the finest forests on the island, and a large quantity could be got within easy access either to the I. C. R. or to the waters of the Bras d'Or Lake. Soft and hard timber, spruce, birch, maple, poplar and hemlock, the last-named in particular, as some of the trees would give timber about fifty feet long and a foot square.

The industries are not very extensive, the principal one being agriculture. Large quantities of hay, grain, potatoes, turnips, cabbage and various others are raised. Live stock is exported to Newfoundland. Beef is also exported. It is on this principally that the people depend for a living.

Fishing is followed, too, on quite a scale. Cod, herring, Gaspereau salmon, eels and lobsters. Over two thousand dollars' worth of lobsters were shipped from the port to the Boston market for 1899. Trout fishing was carried on quite extensively by the tourists for the last couple of years, both in Benecodie river and Indian Brook. These places are within easy reach of people staying at the Narrows.

The game law has checked the hunting for the last two years, but in another year no doubt the report of the gun will be heard as often as it was heard before. Yet there is quite a field open for hunting back of Christmas Island.

We should like very much to give our readers an idea of the scenery and the advantages which Grand Narrows afford to tourists, but we are unable to do so. Without exaggerating, it is one of the nicest places in Cape Breton. We have it from Isbester, who travelled through Scotland, France and Switzerland, that the scenery around Grand Narrows was equal to anything he ever saw. About a mile south-east of Grand Narrows there is a hill about eighteen hundred feet high, and where there is danger of straining the eyes, for on every side hundreds of picturesque scenes present themselves to view. From there you can see six churches of different parishes, some of them being over twenty miles apart. Nearly the whole of Bras d'Or Lake, Whycoomegh Bay, Great and Little Bras d'Or, Boddek Bay, Christmas Island harbor, West Bay and Irish Cove, in Richmond county. The celebrated Beinn Brough, where stands Prof. Bell's residence. The settlements of Christmas Island, Scheneocodie, Piper's Cove, Gillis Point, Iona, Mackinnon Harbor, Johnstown and Irish Cove, in Richmond county, Middle Cope, etc. Here also is the Grand Narrows Hotel, one of the best in eastern Nova Scotia. A few hundred yards from the hotel is the Grand Narrows restaurant, next the I. C. R. station, where breakfast, dinner or tea or refreshments of any kind can be had. It is one of the best in the province. Boating, bathing and a hundred other amusements; in fact, all that the tourist looks for.

It would be well to note, too, that connections are made here with the four counties of the island. The steamer 'Blue Hill' runs twice a day between here and Boddek; connections also by steamer with St. Peter's, Irish Cove, Big Pond and East and West Bay. East and west bound express, also accommodation trains, stop for meals here or for refreshments, as the case may be.

CATALONE.

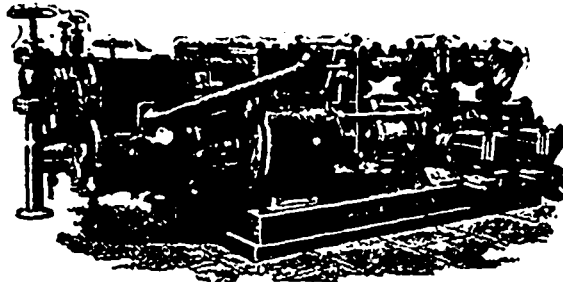
District, No. 15,

in the municipality of Cape Breton, is situated in a beautiful valley about midway between Louisburg and the Mira river. The Catalone Lake, surrounded by the district, is a small sheet of water, or brine, with an outlet into the Mira Bay, about three miles long, and varying from one-quarter to a mile broad,

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studded with small islands, and teeming with such fish as alewives, salmon, smelts, trout and eels. It has also oyster beds which could be utilized by laying trees on the bottom along and around these beds to give them an opportunity to multiply. The soil in the Catalone district is naturally rich and productive. On the high hills on both sides of this valley is excellent pasturage, affording great facilities for sheep raising. This district can also boast of an inexhaustible quantity of limestone. There is likewise asbestos found here, upon which a number of capitalists have been prospecting—with what result is not yet known. The Rev. Mr. Sutherland, of Gabarus, holds a lease on a certain area containing this deposit. There are also a school house, Temperance hall, a blacksmith's forge, and two or three shops, where the people can buy all the necessaries for their homes.

TROUT BROOK.

District No. 10,

is chiefly a farming district. The majority of the young men leave home in spring to work in the mines. The Mira river is one of the largest in the county of Cape Breton, and especially admired for its beautiful scenery. A group of islands known as Hill's Islands, now owned by D. J. McKinnon, are very picturesque. It is also noted for its fishing advantages. Almost any day of the year may be caught sea trout, hake, smelt and other fish. Salmon and shad are plentiful in the month of June, also numerous beds of oysters. Along the river the sportsman may find partridge, rabbits and ducks, plentiful in their season.

Trout Brook is one of the finest fishing rivers in the county. Also the lakes of Bengal and New Boston are noted for abundance of trout.

We have a copper mine at the French Rock, worked by Mr. Young, the manager also iron deposits near Trout Brook.

Union Presbyterian Church was built about 45 years ago by the Rev. Dr. Hugh McLeod. It was at the time of its erection one of the largest in the county, and to-day compares favorably with any other country church. The Rev. W. R. Calder is now the presiding minister. Also St. Joseph's Roman Catholic Church, one of the smallest in the county, supported by only ten families, the pastor being the Rev. W. F. Riely.

The Albert bridge, an iron structure built in 1891, about 500 feet long, is the largest public bridge in the county.

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MEADOW LANE, LEEDS, ENGLAND.

The principal business men of the place are William Burke, Mira Ferry, and A. J. Anthony, New Boston.

Every section in the district has its schools, and every opportunity given for education.

Considerable lumbering is carried on in the district, there being two saw-mills operated in the district.

GRAND MIRA,

in the county of Cape Breton, situated on both sides of Lewis Bay, or the upper part of the Mira river, which is navigable for vessels drawing seven feet of water a distance of thirty miles. A small steamer runs three times a week (whilst navigation is open) between the Dominion Coal Company's railway station at Mira Gut to the head of the river. Passing through Grand Mira is to be seen some of the finest scenery in Cape Breton. Salmon, shad, trout and gasperaux can be caught in abundance at certain seasons of the year. The Salmon river, which flows into the Mira river at Grand Mira, is noted for its fine trout and salmon.

On the south side are large tracts of iron ore, also manganese. At Salmon River are coal and manganese. Considerable timber is exported every year, principally to the Dominion Coal Company's mines. Agriculturing and stock-raising are carried on fairly well, and for sheep-raising there is no better place in the province.

For summer resorts, tourists will find the scenery enjoyable, besides fishing, hunting, etc.

The principal public buildings are a

fine school house and one church.

District No. 10.

Our chief industry is agriculture, there being good farming lands. This season farmers have large quantities of hay for sale.

The lakes and brooks are teeming with fish—herring, codfish, trout, gasperaux, mackerel, eels, salmon, oysters, clams, etc.

Abundance of mineral—coal, coal oil, iron manganese, plumbago and limestone, freestone and all kinds of valuable clay on the farm of D. Gillis and Councillor Curry.

The East Bay Coal and Oil Company, Ltd., are putting up some large buildings for their machinery for extracting oil from their coal at McAdams's Lake, and on the farms of D. Gillis and A. Curry. They are also building a large wharf, and are about to run a railway from their mines to the wharf, East Bay, where they employ a number of men and pay monthly in cash.

We want a branch of the I. C. R. from Sydney or Grand Narrows through our district to Sydney, and then we would be one of the most prosperous districts in the county.

There is one Roman Catholic Church, six school houses, and several very fine residences.

District No. 21.

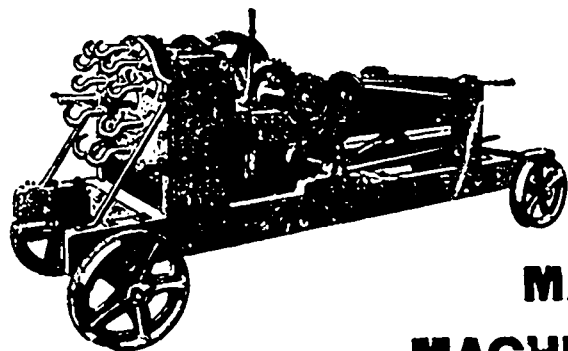
Loch Lomond, in the corner of Cape Breton, and comprising the upper lakes of the Loch Lomond and part of the Gasperaux river called Glengerry valley and a part of the beautiful Salmon river, with its alluvial land. Both rivers flowing

Telegrams: "Increase, Liverpool."

Established 1857.

SMALLEY, RICE & EVANS, Engineers,

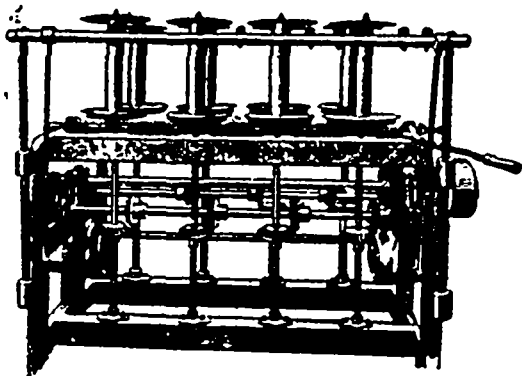
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eastward, empty into the Mira river.

The people are hospitable and of Scottish descent. Its institutions consist of four school houses, one temperance hall and one church. The dominant denominations are Presbyterians and Roman Catholics. The ground is arable, excepting a few patches. The chief pursuit is agriculture. The staple crops are oats, barley, wheat and nearly every variety of vegetable grown in the Maritime Provinces. It is a good home for the apple and plum tree. It is fairly adapted for stock-raising, for all the tame and wild grasses thrive there, and the abundance of never-failing springs and running streams to be found on nearly every farm along the lakes and river valleys make the district most admirably adapted not only to stock-raising but as a district for making gilt-edged butter. Mutton raised in the district is of good flavor, and excellent quality—good enough to be set before king. Raising of horses is found to be exceedingly profitable when properly managed. They are chiefly of French stock crossed with imported stallions, and easily sold at remunerative prices. The lakes and streams are teeming with salmon trout and red speckled trout. The forests are swarming with game, such as the rabbit and partridge, etc. The forests are timbered with hemlock, pine, fir, spruce, maple (sugar tree), white and black beech, black, white and yellow birch, and several other varieties of wood. It is believed to be exceptionally rich in minerals. The district is for the most part rich in coal. (See Fletcher's geological map.) Coal is already discovered, but not developed. Silver and lead (galena), carrying a percentage of gold, stretch from the eastern end to the western end and into the county of Richmond. Iron ore and valuable manganese (see report of Commissioner of Mines' mineral report for the year 1883, etc.), running parallel to the other minerals. Good samples of antimony and platinum are discoverable. Limestone and freestone are abundant.

There is an incalculable mineral wealth only awaiting the call of capital and labor, and the advent of the miner to draw them forth to the light of day, and add them to the wealth of the Dominion and the world at large. The district lacks facilities either by land or water. Man alone has failed to do his duty. Nature has done more for it and man less than its resources deserve. This is the testimony of disinterested and impartial visiting witnesses.

District No. 24,

adjoining 15, also surrounds a part of the Catalone Lake. The people in this district are generally fishermen, the lake

affording a safe and beautiful harbor for their boats. By this industry they have made to themselves comfortable homes on the borders of the lake and around the head of the Mira Bay, into which the lake ebbs and flows through a narrow gut. The Sydney and Louisburg railroad crosses at this gut and runs through the district. Specimens of mineral deposits have been found in various parts of this district, but yet undeveloped.

IN CAPE BRETON.

Upon the waters of the fair Bras d'Or
I glide anon through an enchanting scene,
Where nought is heard, save unseen birds that pour
Their songs through halls of forest decked in green,
And voices of the streamlets that have been
Wooded from their woodland dwellings into rest.
Alas the quick-winged eagle glides between
Dark mountain gorges to its young and nest;
Silence and shadows fall, and day dies in the west.

The glassy mirror of the lake assumes
A beauty borrowed from no earthly hue:
The air around is laden with perfumes
Or drowsy flowers preparing to renew
Their dewy sleep: the robin sings adieu,
And wings its flight to where its nestlings are:
Each passing moment charms the more the view,
Till comes on Twilight's breast her single star,
And Night floats slowly in, the varied scene to mar.

But only for a while, for, lo! the change!—
The wondrous change, from darkness into light!—
The moon appears, and o'er the woodland range
Ascending sweeps its sides in glory bright
The waters gleam beneath, and lonely Night
Has cleared her brow of sorrow, Growing still,
The giver of this fair, entrancing sight
Develops to the eye, o'er yonder hill,
A flock of wild birds flying, From the mountain rill,

A distance off, come murmurs, crystal-clear,
The lone owl starts the silence from the brake,
Complaining to the moon; and, drawing near,
A zephyr, murmuring, bids the tall trees shake

In ecstasy of motion till they take
Its wandering spirit in their outstretched arms
And charm it into music. Now awake
The drowsy forest's deep, melodious psalms,
Born of the wind that comes from meadow-land and farms,

Where yellow butter-cups and daisies lie
In dewy sleep beneath the glow worm's light,
And starry splendor of the summer sky,
But when the moon in clouds withdraws from sight,
And all the fairy scene has vanished quite,
Comes gentle Sleep with many a lullaby
And pleasant dream, until Aurora bright
Spreads all her wealth of loveliness on high,
And pours the linnet forth its early melody.

trade review
Now push from off the beach the light canoe,
The tapering rod and choicest flies prepare,
And where the river joins the waters blue
Of the deep lake, all rippling, cast with care
To lure the wily sea-trout sporting there,
Now beautifully dance the flies, and lo!
A moment more, he leaps into the air,
And then with struggling plunges down
Till, spent, his spotted sides upon the surface glow.

Delightful sport, when, from recesses deep,
Lake liquid lightning, on the gaudy prey
The flashing victim springs with circling leap,
His sides all glistening in the salty spray,
And in another instant glides away;
While bending rod, that line and clicking reel
Call all the expert's cunning into play.
Ah, who can tell, or even half reveal
To them who know them not, the joys that anglers feel!

Wouldn't learn those joys? Then hie to Margaree,
Besides whose rippling river all day long
Are heard the murmurs of the summer bee,
The squirrel's chirrup and the linnet's song.
Here tourists from afar delight to throng,
And sportsmen gather for a holiday,

The clover-fields and woods to roam
among,
To scent the freshness of the meadow
hay,
Or tempt with mimic fly the salmon
from his spray.

If, tiring of the gentle sport at last,
You long in autumn after noble fare,
You soon can quit the lakes for forests
vast.

Where towering smoky penetrates the
air

A thousand feet from ocean. Here the
bear

Dwells in his hermitage of rocks and
wood

Long, level tracts of meadow yield him
food

Hemmed in on every side by path-
less solitude.

Or track the monster moose through
regions vast,

Where stately trees and the wild dog-
wood grow,

Until the rifle's fatal speed at last
Overtakes and lays the antlered moun-
tain low;

And as the life stream from his side
doth flow,

Mark how he struggles in his pain to
rise:

And combat with his death-inflicting
foe:

Till gloomy darkness shoots athwart
his eyes

And, quivering in each limb, the
mighty victim dies

Then homeward speed through silent soli-
tudes.

The heart exulting, and the cheek
aglow,

Until what time the broad sun, sinking,
floods,

The heavens with his splendor, on the
brow

Of the steep mount you stand, and far
below

Behold the Lilliputian haunts of men
Beside the mighty sea whose murmurs
low,

By distance mellowed turn to music:
Then

Descend the winding path and join the
world again:—

The selfish world, where, with the cease-
less strife,

The heart grows callous, and the soul's
confined;

Where petty longings dwarf the better
life.

And rest from care we ne'er, or seldom,
find.

But where the mighty oaks defy the
wind,

And mountains lift their cloud-capped
peaks on high,

The heartache and the care are left be-
hind,

Forgotten is the sad satiety,
Health, peace, contentment, cheer and
joy beams in the eye.

H. E. B.

Gabarus, C. B.

MINERALS.

Cape Breton Island is one vast de-
posit of mineral wealth. Coal and iron
predominate. The iron deposits at
George's River, C.B., four miles west of
Sydney harbor, where John Griener,
Esq., and the Rev. M. A. Macpherson
are interested, is away up in the scale of
value. The Rev. Mr. Macpherson has
refused \$40,000 for his holdings, claiming
them to be worth fully \$1,000,000. These
at Marion Bridge, on the Mira river,
ten miles due south of Sydney, at East
Bar, and Rosedale, and all along the line
of the I.C.R., and within three or four
miles of tidal water, many acres of which
were explored by the late E. T. Mosely,
barrister, of Sydney. That enterprising



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man had great faith in Cape Breton
mineral properties, and at one time or
another disposed of areas explored by
him to foreigners. From Mira river to
Gabarus, along the southern shores of
the island, there is said to be an infinite
amount of ore, iron and other. In the
county of Inverness there is a low range
of mountains which appears to consist al-
most entirely of iron ore. Fifteen years
ago Mr. Vanlooten, investigated the de-
posits of iron in Cape Breton, and esti-
mated the lot in the island known by
exploration, to amount to 25,000,000
tons. Later experts testify that this es-
timate was most conservative. In fact,
the four counties of the island are full
of buried wealth, unequalled anywhere
in North America.

THE CAPE BRETON PRESS.

During the past ten years the Cape
Breton press has made rapid strides
forward and now there are eleven suc-
cessful newspapers in the four coun-
ties comprising the island. One daily,
one monthly and nine weeklies, all be-
ing successfully conducted. Five of
these are established at Sydney, C.B.,
one at North Sydney, C.B., two at
Hawkebury, C.B., one at Arichap, C.B.,
one at St. Peter's, C.B., and one at
Raddeek, C.B.

SYDNEY PRESS.

Leading the five excellent pub-
lications in Sydney stands the
'Daily Record,' and the weekly--
soon to be a daily--'Cape Breton Ad-
vocate.' The 'Advocate' represents po-
litically the Conservative faith. The
editor, Mr. E. T. Mackeen, has just re-
turned from an extensive trip to Cana-
dian and American cities, closing con-
tracts for the equipment of an up-to-
date first-class daily production which
will be launched about May 1, this year.
nected with the Associated Press, and
in every way will be made a first-class
modern newspaper, equal to its past hon-
orable career and present and prospective
environments. The 'Daily Record' is
the only daily publication at present
in Cape Breton. It is the property of
a company, which also publishes a week-
ly edition, called the 'Island Reporter,'
the 'Record' and 'Reporter' combining
in this manner about a year past. The
'Record' has for its editor a gentleman
well known in Montreal press and
printing circles, Mr. Muggah, for many
years connected with the great printing
and publishing house of Morton, Phil-
lips & Co., of that city. The best thing
that can be said for the 'Record' and
its editorial management is that the
highest praise of it cannot approach ex-
aggeration. It is full of news, clean
and interesting. Its comments are fair
and dignified, and it puts the interests
of Cape Breton and the Sydneys at the
head of its list of ambitions, serving
The new 'Daily Advocate' will be con-
the people first and its party second, or
what is more to the point, serves its
party best by serving the people more.
Sydney enjoys the distinction of having
published within its borders the only
exclusively Gaelic newspaper in the
world. It is called the 'MacTalla.' The
large Scotch element in Cape Breton
maintains this unique publication, and
thus perpetuates much of Auld Scotia

in its pure and undefiled form. The
'Telephone' completes the Sydney list.
This is a monthly issue.

NORTH SYDNEY PRESS.

The 'North Sydney Herald' is a leader
amongst Cape Breton newspapers. It is
owned and conducted by A. C. Ber-
tram, Esq. It is Conservative in poli-
tics and was established in 1872. The
'Herald' has perhaps the largest weekly
circulation of any paper in Cape Bre-
ton, and is acknowledged to be one of
the very best newspapers in the Mari-
time Provinces. Its editor and pre-
rior is an ex-mayor of North Sydney,
at present fish inspector, and is so effi-
cient in his official capacity that the
odium of offensive partisanship has not
attached to him even though he con-
ducts a keen Opposition paper.

BUSINESS TROUBLES.

John Bunelle, who has run a small har-
ness business at Mons Road station has
assigned. He owes \$600.

John D. Robertson, druggist, Bright, Ont.,
has assigned. He could not do enough
business to leave him a margin of profit.

Walker Brothers, boots and shoes, of
Port Hope have assigned. They do not
appear to have been sufficiently shrewd
business men to meet the competition
forced upon them.

Wm. Russell, general store, Arnprior,
Ont., is offering 40 cents in the dollar on
liabilities of \$3,000. He has been in
business over forty years and has drifted
a little behind the times.

E. E. Raymond, harness maker, of
Thornbury, has assigned owing about \$1,-
000. He started in 1893 in a very small
way, and does not seem to have bettered
his position.

Woollard & Co., men's furnishings, Ber-
lin, has assigned with liabilities of \$1,000.
Woollard failed in 1894 and has since
done business in his wife's name. Natu-
rally his prospects of success were much
curtailed.

Edward Tanguay, general store and
lumber of Chartierville has assigned. He
will owe about \$12,000. He got out a
quantity of lumber last season which
absorbed all of his ready money and some
of his creditors were not disposed to wait.

The Mills Co., general store, Arden, has
assigned owing \$5,000. An offer of 50
cents in the dollar has been made. Wil-
liam B. Mills, senior, failed in 1894 and the
present company was formed for his bene-
fit by his son and daughter, Wm. B. and
Agnes Maud Mills.

Leclaire & Frere, boot and shoe manu-
facturers of Quebec, have assigned with
liabilities of \$7,000. This firm has had a
varied career. The senior member, J. C.
Leclaire, has failed several times before,
and this present partnership was formed
in the name of his wife. Their capital
was principally in machinery and plant,
and thus some losses by bad debts have
forced them to the wall.

The "MELDRUM" Furnace.

The Most Economical and Quickest Steam Generator in the World.

As used by British Railways, Canals, Docks, G.P.O., Textile Factories, Iron Works, Collieries, Mines, &c., &c.

MORE STEAM. LESS COST. LESS SMOKE.



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Two of Eight BOILERS at a Cotton Mill at Shaw all fitted with "MELDRUM" FURNACES.

Saving 20 per cent. of Coal Bill.

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ECLIPSE, 10 Furnaces.

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(Repeat Order.)

A. & A. CROMPTON, 16 Furnaces.

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Engineers,

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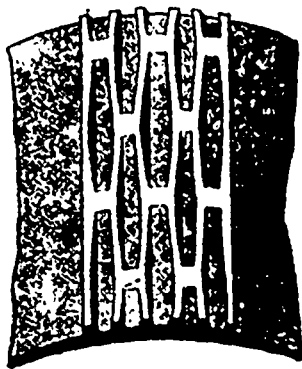


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ESTIMATES FREE ON APPLICATION.

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Non-Slipping Pattern No. 3.



A choice of 4 qualities
in covers.

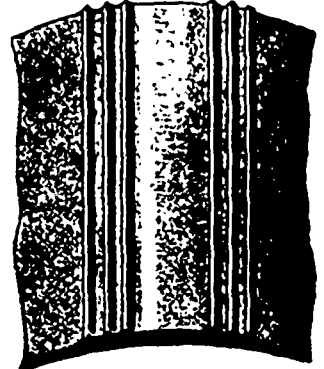
10 Non-Slipping Pat-
terns to select from.

Non-Slipping Pattern No. 3A.



Covers made in any
weight from 10 ozs.
for a 28 x 1 1/4 up-
wards.

Non-Slipping Pattern No. 6.



We are manufacturers of Outer Covers for re-rubbing Pneumatic Tyres, and all our Covers are specially made to resist the action of sun or light. We are also manufacturers of Inner Tubes and all kinds of Pneumatic Tyre material. Price List will be sent on application.

THE MINING BILL.

The mining bill of the Ontario Government will provide for the abolition of all royalties on mines in Ontario, and the substitution whenever the Lieutenant-Governor-in-council may by proclamation determine, of a mineral tax on the gross output as follows:—

Iron ore, 50 cents a ton; zinc, \$5 a ton; copper, \$2 a ton or \$25, if the ore is partly treated or reduced; nickel \$10 a ton on ore and \$60 if partly treated or reduced; copper and nickel, \$7 a ton, or \$20 and \$50 respectively, if partly treated or reduced; all other ore rates not to exceed 5 per cent of the selling price thereof in a free market.

In cases where the ores are so treated as to yield fine metal in any form suitable for direct use the tax may be remitted. By special proclamation the tax may also be remitted in the case of Ontario ores refined in the United Kingdom or British colonies. In effect the whole intent of the measure is to force the refining of the ores of Ontario within the province or in Great Britain.

TRADE WITH AUSTRALIA.

A steady increase in Australian trade with this continent during the spring and summer months is predicted by merchants identified with the business. Not only are evidences arriving by each mail which show to what extent are contemplated renewal of contracts for shipments of certain goods in which we enjoy a monopoly, but also from requisitions sent to merchants to ascertain at what price certain manufactured goods which heretofore have been mostly procured in England can be bought on long delivery contracts. The range of these demands are said to cover quite a variety of manufactured iron and steel material, besides machinery, railroad track material and equipment. Besides the ordinary increase in commercial transactions between merchants the Government improvements in all sections of that colony, contemplated at an early date, are quite extensive. The extraordinary expenditure is to be made by the Queensland

Railway department. It would be well for manufacturers to bear in mind that at an early date the Ipswich machine shops in Queensland are to spend about \$100,000 in tools of every description. Another Government undertaking worthy of note is that in Sydney the New South Wales Railway Department is to convert the existing steam tramways to electric traction. The work is to begin within two years, and some \$900,000 will be spent in the change. Very soon bids are to be asked for the entire track material for the undertaking, deliveries to begin within three months and extend to nearly one year. These and many other government and private undertakings give Australia a prominent place in the foreign field for manufacturers desirous of increasing their business abroad.

SHORT PAID LETTERS.

In view of the greatly increased correspondence between this country and France during the coming Exposition the postal authorities desire to call attention to the subject of short paid letters. Attention has frequently been called to the fact that a very large proportion of the mail matter sent to foreign countries is deficient as to postage. The receivers of such letters are compelled to pay double the ordinary rate, and it has been found that after receiving a quantity of such short-paid matter the addressees frequently issue orders that all short-paid letters shall not be delivered to them. Travellers are often annoyed and inconvenienced by having their letters, which are ordered sent to their boarding house or some other place to await their arrival, refused by reason of the double postage which must be paid on them.

The proposal mentioned at the general meeting of the Hall Mines, Ltd., in London, as being received from prominent and responsible Canadians, for the reconstruction of the Company on favorable terms, seem to confirm the rumours that the Gooderham Blackstock syndicate will be largely interested in this corporation.

It is stated that negotiations are being carried on by the British Electric Traction Company, which controls the street railway at Nelson, B.C., and proposes to construct a similar system at Rossland, for the further construction of an electric railway from Rossland to Sophie Mountain, the route for which has already been surveyed. So important does the city of Rossland consider this Sophie Mountain connection that its construction will probably be an indispensable condition to obtaining a charter for a street railway in Rossland. It may, therefore, be taken for granted that the Velvet mine will, with such powerful assistance, receive the very best bid possible from the Traction Company. The Velvet to-day is not nearly so inaccessible as the War Eagle was when Patrick Clark built the wagon road from Northport to Rossland. The Velvet mine has been pluckily and fortunately developed. It has large reserves of ore, and gives promise of being a producer of magnitude. There are several neighboring properties of the highest promise, notably the Portland, Victory and Triumph, the Douglas, the Evening and the Big Four. The development of these is naturally subservient to the Velvet, as containing the largest and most explored bodies of ore, and thus affording the key to the problem of transportation and reduction.

THE CANADIAN TRADE REVIEW,

Montreal, Canada.

Readers in want of commercial information concerning Canada, are invited to communicate with us, we shall be pleased if our foreign readers will make the freest use of our services in this respect.

Firms requiring representatives in this country, we shall endeavor to assist them, we would also remind our readers abroad, that if they are in a position to take up agencies for Canadian Manufacturers and will write us, we shall be pleased to put them in communication with Canadian firms, we ask no fees or commission for bringing Traders together, seeking our reward in increasing the usefulness and the prestige of the TRADE REVIEW.

THE CANADIAN TRADE REVIEW,
MONTREAL, CANADA.

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Manufacturers of Woven Steel Wire and Chain
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UPHOLSTERERS' SPIRAL SPRINGS, BEDSTEADS & BEDDING.

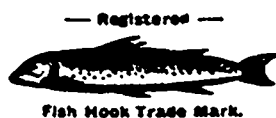
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NEEDLE, FISH HOOK and FISHING
TACKLE MANUFACTURERS,

Redditch, - England.



Sole Manufacturers of "HARRISON'S" CELEBRATED SPRING STEEL HOOKS.

SPECIALITIES :

"Harrison's" Spring Steel Carlisle Hooks, "Harrison's" Spring Steel Spreet Hooks,
"Harrison's" Forged Spring Steel O'Shaughnessy Hooks

Also every description of Fish Hooks for Canadian Markets, specially made from the Finest Spring Steel
Wire obtainable, and of even temper.

Bass, Salmon, and Trout Flies on Double Gut, Single Gut, or Reinforced Gut. Any of the above on Eyed
Hooks. Gut Casting Lines. Dressed and Undressed Silk Lines. Artificial Baits, Minnows,
Insects, &c.. in Great Variety.

The labor troubles in the Roseland camp were settled by the Miners Union deciding to accept the contract system under the terms submitted by the mine managers.

The strike of the rolling mills employees of the Hamilton Steel & Iron Company is over, as well the strike at the Bridge Works, and both establishments are running full blast.

Cable reports from Manchester were to the effect that cloths and yarns were quiet and rather easier in price. There is more than the usual similarity between conditions in that and the local market.

The easier price position of raw cotton has caused a decided falling off in the demand for raw cotton yarns, although prices of the latter have not been materially checked, and many buyers who have large quantities of yarn coming forward for months to come at top prices are somewhat uneasy.

A Berlin firm proposes as a packing for pistons subjected to high steam pressures, and the consequent great heat, the use of compressed carbon or graphite, which it is claimed insures a perfectly steam tight action, without the necessity to employ any lubricant. The packing for a piston

may be made in the form of carbon blocks operating in combination with carbon wedges made of a softer material than the blocks.

Cables from Dundee and Calcutta report increased activity in jute, yarns and bur-laps, with prices well maintained at previous highest point, and yarns and goods displaying a strong upward tendency.

From the Board of Trade returns, issued in London, it is gathered that the following are the Canadian imports for the month of March:—Cattle, 3,172 value £50,845; bacon, 28,550 cwt., £52,713; hams, 7,379 cwt., £16,210; butter, 17 cwt., £85; cheese 25,033 cwt., £65; eggs, 2,770 great hundreds, £1,029; horses, 48. £1,310.

Cheap power in small shops is more easily obtainable now than ever before in the history of industry. We have gas and gasoline engines, electric motors, etc., that are not above the purchasing power of the average manufacturer or mechanic. The small engine has a future in the line, as it can be used in all manners of ways for running a lathe or a drill, a saw grindstone or an emery wheel. It is its variety of uses as well as its cheap maintenance and cost, that recommends it to all where an auxiliary to hand is needed. In this sense

it may prolong the life of many small concerns that are threatened with the fate of Jonah, in these days of chop-swallowing whales.

It is calculated that there are now 600,000 acres prepared for crop in Manitoba in excess of that which was ready for seeding this time last year. It is estimated that this year's crop will exceed that of 1899 by over two and a half million bushels, and the oat crop will show an increase of 600,000 bushels. The late fall is partly accountable for this as well as the increased number of settlers.

Below will be found a list of patents recently granted by the Canadian and United States governments through the agency of Messrs. Marion & Marion, New York Life Building, Montreal, Canada. Joseph G. Dallaire, St. Laurent, Ile d'Orleans, P. Q., telephone transmitters; Candide Kingsley, Montreal, Que., ratchet wrench; James McCulloch, Postreath, Eng., improvements in steam actuated valves for pumps; Joseph G. Dallaire, St. Laurent, Ile d'Orleans, Que., corset clasp; Amedee Proulx, St. Arme, Que., barrel support. United States:—H. J. A. & N. A. Giroux, Charlesbourg, Que., acetylene gas generator; Amedee Tetrault, Montreal, Que., athletic shoe; Jean L. Guay, Plessisville, Que., acetylene gas generator; Edwin E. Bell, Orangeville, Ont., game apparatus.

ENAMELLED WARE, Stamped and Pierced Tinware AND GALVANIZED WARE.



We are manufacturers of all the above lines, and are always ready to quote prices and discounts. Goods promptly and carefully shipped, and quality guaranteed. See that your Enamelled Ware has the *Ossekeag* Stamp.



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TRADE MARKS,**

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Undertake all business connected with
Patents for Inventions, Designs
and Trade Marks, at home
and abroad.

**31 Years' Experience.
Highest References.**

MORE PATERNALISM.

The Australasian colonies are attracting the attention of the world by their efforts to establish the millennium by law. New Zealand has old age pensions, and legislation of a social, if not a socialistic character is to be found in all of them. New South Wales has now decreed at what hour places of business shall close. The law applies to Sydney and Newcastle, and exempts barber shops, drug stores, dispensaries, places where fruit, vegetables, tobacco, wine and newspapers are sold, public houses, hotels, restaurants, markets and undertakers' establishments. Apart from this formidable list of exceptions "shops" or stores as we should say, must close on Monday, Tuesday and Thursday at 6 o'clock; on Wednesday at 1 or six at the owner's option; on Friday at 6, if he closed on Wednesday at 1, or at 10 if he closed on Wednesday at 6. This seems to be inconsistent. The man may keep open Friday afternoon if he kept open Wednesday afternoon, but not if he closed early; we give the hour, however, as we find them; on Saturday he must close at 1 if he closed Wednesday at 6 and at 10 if he closed on Wednesday at 1. In the rural districts shops must close one week-day at 1 o'clock, and may be open one other till 10 o'clock.

William Morton & Sons

Old Rockingham
Works,



ROCKINGHAM STREET,
Sheffield, England.

Manufacturers of all kinds of **SCISSORS, RAZORS,**

TABLE CUTLERY

Pen, Pocket and Sporting Knives,

NAIL, CHAMPAGNE & SODA WATER NIPPERS, &c.

THE GRAND TRUNK REPORT.

The report presented by Sir Charles Rivers-Wilson at the semi-annual meeting of the shareholders of the Grand Trunk Railway for the half year ended Dec. 31, states that the gross receipts amounted to £2,423,778, against £2,140,580, and the net receipts to £829,040, against £712,580. Including the amount received from the International Bridge Company, interest, etc., the net revenue receipts amount to £963,187, against £918,259.

After deducting the net revenue, charges, etc., for the half-year, there is a net revenue balance of £325,108, which, added to the balance from last half year, makes a total of £827,160.

The directors recommend dividends of £2 percent on the guaranteed stock, £1 percent on the first preference stock, and £3 5s percent on the second preference stock, leaving a balance of £3,918 to be carried forward.

The net revenue balance for the half year ending Dec. 31, 1898, amounted to £208,841. The result of the past half year's working is, therefore, more favorable by £116,266. For the twelve months ended Dec. 31, 1899, the net revenue balance amounted to £461,512, compared with £315,493 of the year 1898.

The working expenses, including taxes, amounted in the half-year to £1,594,750, or 65.80 per cent. of the gross receipts, as compared with £1,423,000, or 65.71 per cent; an increase in amount of £169,750, but a decrease in the proportion to the gross receipts of 0.91 per cent.

An amount of £93,288 was expended on capital during the half-year, of which £22,714 was on account of the construction of additional double track at various points on the line; £27,163 for the further equipment of engines and freight cars with air brakes and automatic couplers in compliance with the United States 'Safety Appliance Act'; and £41,189 on account of the purchase of additional land, mainly for the purpose of improving the terminal accommodation at Montreal by which the increased traffic will be more promptly and economically handled.

The president praised the ability and energy of Mr. Hays, general manager, and his staff. He regretfully announced the retirement of Mr. George B. Reeve, general traffic manager, after long, successful and faithful services. Mr. Reeve's position would be filled by promotion.

The meeting unanimously endorsed the resolution for the reorganization of the Chicago and Grand Trunk road, and unanimously adopted the report. The retiring directors and auditors were re-elected.

The Kootenay Mail says that J. M. Kellie, M.P.R., has received word from the old country that negotiations have been practically completed for the taking over by a strong Scotch company of the Copper Stain group at Bear Creek and that \$125,000 working capital will be available for the extensive development of this group at a comparatively early date. The arrangements for work have proceeded so far that work will be commenced just as soon as it is possible to get into the claims where there are properties of considerable promise.

PALATINE

ENGINEERING CO., LIMITED,

10 Blackstock Street,

LIVERPOOL, ENGLAND,

**Hydraulic and Sanitary
Engineers,**

Contractors to **THE ADMIRALTY,**

The WAR OFFICE, The INDIA OFFICE,

The CROWN AGENTS for the COLONIES, Etc., Etc.

Deacons Waste Detecting Meter

**Lord Kelvin's Water Tap and
Steam Valves,**

Telegraphic Address: "Waste." Boiler Fittings, Etc.

NEWFOUNDLAND ISSUE EXHAUSTED.

We are in receipt of many repeat orders from booksellers for copies of the Newfoundland illustrated edition. Mr. J. F. Chisholm, St. Johns, Nfld., under date of March 31st, writes, asking for 100 additional copies, saying: "I had no idea that there would be such a large demand for them." We regret to say that the Newfoundland edition is exhausted. After the number required to serve subscribers to the TRADE REVIEW is turned out the publication is at an end except that number ordered in advance by booksellers.

FACTS—NOT THEORIES.

The subject of a durable protective paint for smoke-stacks is of interest to owners of stacks and to consulting engineers, and we think a great deal of the doubt that exists as to the most desirable paint for this purpose is due to exaggerated claims made by manufacturers to protect paints.

We believe that "the proof of the pudding is in the eating," and we ask that interested parties send a trial order for Dixon's Silica-Graphite Paint, color No. 4 (black for stacks and boiler fronts), and in a practical test of the paint, on a heated surface exposed to the weather, a sufficient length of time, satisfy themselves that our product is the most durable and economical protective paint for metal surfaces exposed to the combined influences of great degrees of heat and climatic conditions, that is manufactured.

THE WEEK IN THE IRON TRADE.

The "Iron Age" in its current issue says: "Those whose interests require them to make some decision relative to the probable course of the iron market are in as great perplexity as ever. Nothing has really occurred within the past week to indicate decisively whether values are more likely to go down than up. Examples of a downward tendency are to be found in finished iron and steel products with the exception of rails, structural shapes and tin sheets, which are firmly held. On the other hand, however, it is reasonably certain that if consumers were to enter the market for large quantities to cover their requirements running some time into the future they would be obliged to pay stiff prices. This is due to a great extent to the changed industrial conditions which now prevail. The great consolidations are now exerting their influence in maintaining prices which was so freely predicted a year or more ago at the time when they were being formed. They seem to be undisturbed by the concessions being made by small establishments competing for the same class of trade. Further, the price of Bessemer pig iron which may be regarded as the key to the steel situation, remains firm. It had been expected that the Bessemer Pig Iron Association would fix prices for the last half of the year, but they took no action. This may or may not be significant, according to the standpoint from which the matter is viewed. It is believed that the makers of Bessemer pig would be

PARTNER WANTED

With \$30,000 to \$40,000 for third interest in large Lumber Mill owning valuable limits and water rights. Profits exceed \$20,000 per year. Capital required for extensions of mill.

Apply Box 218, Montreal.

satisfied to take orders for the remainder of the year at \$24 at Valley furnace. Billets are also held firmly, notwithstanding the almost total lack of demand. Quite a confident feeling prevails among the large producing interests that all that is needed is patience, and with the passing of the season for labour troubles trade will resume its normal volume.

ALUM**The Merrimac Porous Alum**

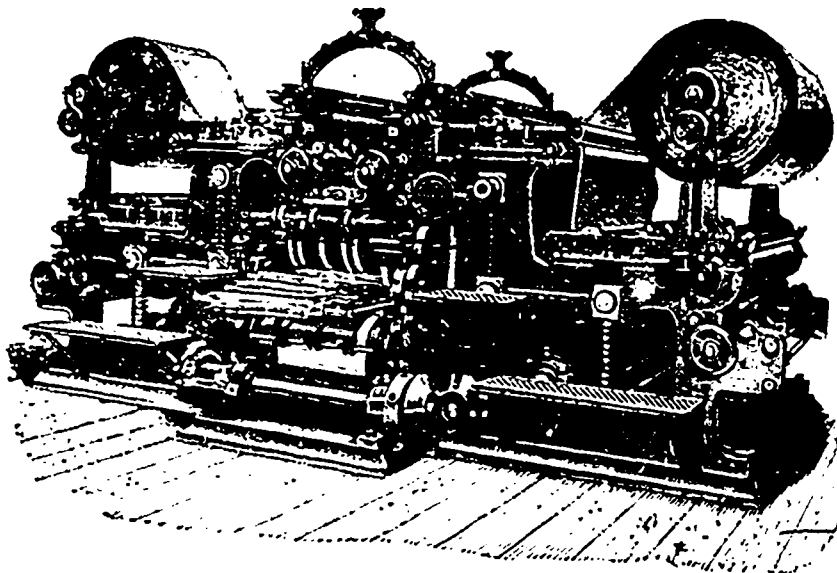
Is unsurpassed for purity and good results.

All other grades of Alum for paper makers' use and for filtering purposes.

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18 Pearl Street, Boston, U.S.A.

The "VICTORY" "Single Reel," "Tandem," "Straightline" and "Central Delivery" PRESSES



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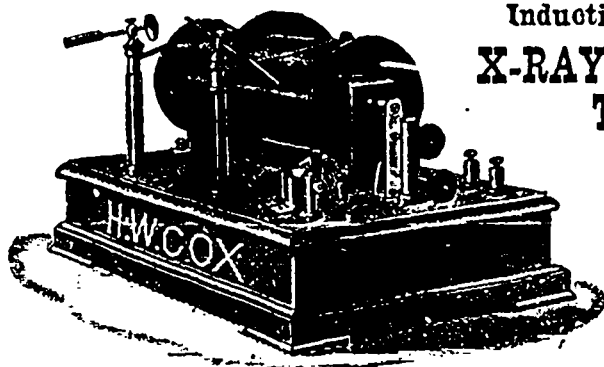
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EDGE HILL, LIVERPOOL, ENGLAND.

One Quality Only—
THE BEST.

DR. HALL EDWARDS writes :—
"The Hospital Coil is working splendidly."

Send stamp for our new complete X-Ray List; pronounced by the press to be the most up-to-date Catalogue yet published on Radiography.



Induction Coils & Apparatus for
X-RAYS AND WIRELESS TELEGRAPHY.

Made throughout in our own works. As supplied by us to H.M. Government, Public Institutions, Hospitals, Medical Men, and the trade in all parts of the world.

HARRY W. COX, LTD.
Manufacturing Electricians,
Offices, Showrooms and Works :—
10, 11, & 28 Casitor St., Chancery Lane,
LONDON, W.C., ENGL.

THE LONDON GLOVE COMPANY,

Wholesale and Retail Glovers,

UNEQUALLED VALUE. HIGH GRADE GOODS. IMMENSE VARIETY.

Supplementary Departments—Hosiery, Fans, Scarfs, Ties and Furs.

A detailed and illustrated Price List, (72 Pages,) free on application.

Letter Orders receive careful and prompt attention, and should be addressed to
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Remittances from Canada to be made by P. O. O., payable to THE LONDON GLOVE COMPANY,
G.P.O., LONDON. N.B.—Postage or carriage of goods should be included.

Only Address: **{ 45 a Cheapside, London, E. C. }** England
{ West End Branch, 83 New Bond St., London, W. }

2 Dome Fasteners

Representative for Wholesale Trade in Canada :

MR. FRANK SMITH, 41 Arcade Buildings, Toronto.

SPECULATION AND EXPORT.

Speculation in iron and steel products in former seasons was a feature which enabled merchants to make purchases below current mill prices. Not long ago, when steel rail mills, iron pipe mills and many other kindred works turned out more material than they could dispose of in a season, those mills and works could always, for a consideration, find a buyer to take their surplus product. The extraordinary home and foreign demand in all such articles has completely obliterated those deals from the market, and to-day the exporter is obliged to pay the full current mill prices. This has curtailed profits and likewise has affected many dealers or wholesalers who used to transact an extensive foreign business. In one way, it is generally recognized in export circles that the industrial activity of the country has been beneficial to all concerned, save the purchasers abroad, who at times benefited by the speculation of local concerns. The fact that all merchants are now obliged to pay the same prices for their requirements in the above mentioned line puts them on an equal footing to sell the products abroad. Before, when the more fortunate merchants could purchase from a mill 40,000 tons of rails or 50 or 100 carloads of pipe, assorted sizes and weights, at, say, 10, or 15 per cent below the current market prices when the market was on the decline, store the product, and, on a rising market offer it at 2½ to 5 per cent below mill prices. It does not take much explanation to show what a vast advantage they enjoyed. Such transactions used to serve as a medium for securing foreign trade in other than the lines mentioned by speculative

houses and, as a result many accounts in Central and South America, Cuba and Mexico used to change hands. Frequently a foreign concern when writing for prices could not realize why only a few firms should enjoy such advantages, and finally, when the real facts were known to them it changed them completely, and only the articles in which the investment had been made were bought from the exporter offering them. The activity in the iron and steel industry to-day has for the time being put a stop to the speculation in such material for export. There are many other manufactured products of less importance in which the same practice is to-day carried on. The exporter with an extensive capital, if he chooses to control a certain field, can do it, provided there is a manufacturer who is willing to sell his product in large quantities at an extra discount for cash.

Writing from Gloucester John Pew & Son say: "The Lenten trade has been quite satisfactory, and shipments thus far aggregate a large amount. The stock of codfish now on hand is a moderate one, the bulk of which is large Bank, and they will all be wanted before the a good quality of the new Bank cod comes into the market. Prices remain unchanged for Georges and Bank cod. Hake continue in light stock, and the market will not be supplied to any extent, so as to make a material change in prices, for at least a month or more. New cured haddock are coming into the market, and the price is a little lower than it has been. Fresh haddock have ruled lower in price during the past two weeks, and some fares have



PROVINCE OF QUEBEC.

DEPARTMENT OF LANDS, FORESTS
AND FISHERIES.

WOODS AND FORESTS.

Quebec, 23rd March, 1900.

Notice is hereby given that the sale of timber limits advertised to take place on 28th March instant, has been postponed to Wednesday, the 30th May next.

S. N. PARENT.

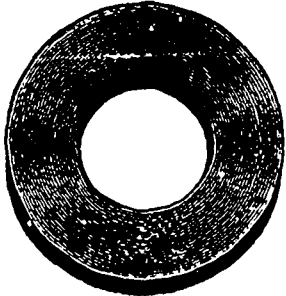
Commissioner of Lands, Forests and Fisheries.

been bought for splitting and salting. No material change in cusk or pollock. Mackerel are firm. Stock very light, and the demand shows an improvement. The Gloucester fleet that will engage in the Southern mackerel fishery this spring will be a small one, now estimated at fifteen vessels, and most of this catch will be marketed fresh."

Although the question of a resumption of dividends by the Payne mine has not yet been fully decided upon, it is, however, being discussed. It is understood that enough money will have been earned by May to pay off whatever small debts had been incurred during the labor difficulties, and to pay a quarterly dividend, which will likely be announced, it is pretty generally understood that the dividends of nearly all the mines will be paid quarterly in future, instead of monthly as in the past.

J. & A. E. JENKS,

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Engineers' Washers, Railway
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ROOFING WASHERS { Self Colour
Galvanized.

SQUARE WASHER PLATES,
To 8 in. Sq. x 1/2 in. Thick.

MILD STEEL BLANKS AND RINGS,

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Also all kinds of Pressed Work. Sheet Steel cut to Shape,
Pierced, Bent, Drawn or Flanged to Drawings or Patterns.

F. A. GLOVER & CO.

Electrical Engineers

AND CONTRACTORS.

Manufacturers and Suppliers of all
kinds of Electrical Apparatus,

DYNAMOS, MOTORS, ARC LAMPS, ETC.

HEAD OFFICE

**97 Queen Victoria Street,
LONDON, ENGLAND.**

Pebble chevots and English curls are said to be taking well for fall. Some very handsome lines are being shown by importers.

Olives are reported to be in good demand from wholesale grocers. There is said to be considerable inquiry for small sizes in jars, Queens are also in good request from large distributors.

It was stated that recent estimates as to the quantity of peanuts used annually in the manufacture of peanut butter place the total at upwards of 1,500,000 bushels, compared with 500,000 bushels a year ago.

Produce dealers note a perceptible increase in the receipts of early Southern vegetables. Tomatoes from Florida are arriving freely and prices are easier on the fancy stock with lower grades moving out at lower figures. Florida celery is also in large supply and sales are being made at lower prices.

A distribution of dividends paid by mining companies reporting to the "Engineering and Mining Journal" during the quarter ending March 31st was \$9,156,233 showing a large increase over the corresponding period in 1899.

The spring demand for pickles is fairly good on small sizes for grocery trade distribution. Large pickles in bulk are not in particular request. The sale of the small sizes however is increasing especially among local dealers. It is not believed that the stocks in first hands or among the large growers are large although holders in the West are in the market with stock. Growers, it is understood are preparing for more acreage.

Jones & Laughlin operating the American Steel and Iron Works, and Laughlin & Company, furnace men have consolidated under limited co-partnership. The capital stock of the new concern is \$20,000,000 an increase of \$15,000,000 over

the capital of the two companies. It is given out however, that the new capitalization is still below the actual value of the mills, mines, etc. The business will be carried on in the future under the name of Jones and Laughlin, Limited.

Unfavorable reports regarding winter wheat continue from Wisconsin, Michigan, Ohio, Pennsylvania, New Jersey and portions of Missouri, Illinois, Indiana, Kentucky and Maryland, where the crop looks favorable and enters spring in excellent condition. Outside of a limited area in Southern California, winter wheat on the Pacific Coast is well advanced and very promising. Some spring wheat has been sown over the Southern portion of the spring wheat region and also in Montana, where the season is unusually advanced. Corn is being planted in the Southern States, some as far north as North Carolina. In Southern Texas the bulk of the crop has been planted.

The New Steel Co., Limited,



Manufacturers of

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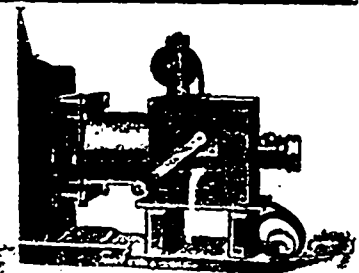
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THE SILK MARKET.

The raw silk market has shown more weakness during the last few days than since the first of the year. Prices have declined both in Europe and in the East, and demand in this market has been substantially nil. Dealers are not trying very hard to sell silk, as the majority are of the opinion that prices are likely to remain firmer if manufacturers are not pressed to buy. On the other hand, prices are said to be more or less irregular, and some importers are said to be still selling both Japanese and Milan silk. Should the market continue to recede this may prove good business, but these attempts to anticipate have not proved altogether successful, and dealers have had to scurry around the market to secure something with which to cover when the time for delivery comes. Not only has there been an almost total absence of demand, but to some extent the very limited supplies have been a factor in the present situation. Reelers have realized enormous profits on the bulk of their production and can now afford and are willing to close out what they have left at the best prices obtainable.

News from foreign silk centres has

proved discouraging. From Milan news comes that classical silks are being offered at 55 francs in gold which last week were held for 58½ francs in gold. Holders are generally weakening, according to the tenor of their advices, though there is little change in the local market. The Yokohama market is practically at a standstill. A cable from the market offered No. 1 filatures (of course winter reeled) at slightly below \$4.75 and No. 1½ filatures at \$4.65. Rereels are practically exhausted, and no arrivals of moment are expected during the remainder of the season. It is said that local dealers have been withholding stock that was applied for by certain firms who, it is reported have been selling short at low prices. Quiet an advance has been paid, and it is said that the importers who have been operating on this basis have become tired of suffering losses. In Canton there is a relatively stronger tone to the market, and preparations are being made for the new first crop. This does not amount to much as far as America is concerned, for little of this silk comes here, being consumed by local manufacturers. The third and fourth crops are the most important for the

Established 1800. Telegrams: McIvor, Birkenhead.

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Boilers Covered with Asbestos, Mattresses and Sheet Iron. Fire Bricks, Fire Tiles, Super Vulcan Cement, &c. Specialists in Fire-Clay Goods for protecting Seams, &c., in Marine Furnaces. - Grindstones, Tar, &c. -

OFFICE AND WORKS:

Cleveland St., BIRKENHEAD, England.

American manufacturer. Some preparations are being made for the purchase of new cocoons at Milan at what are considered pretty high prices. One report states that the basis is one lira above the present level.

The Boston Fish Bureau says that the Southern mackerel fleet will be slow in getting away this year, and so far there are eighteen seiners which are known to be going South. The fleet of netters will probably be quite large, compared with other years. The first vessel will probably sail in about a week.

Telegrams:—"HUNTER, WALLSEND."

Telephones:—Post Office, 411; National, 2 Wallsend, and 2027.

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SHIPBUILDERS AND REPAIRERS,

BUILDERS OF FLOATING DOCKS, CAISSONS, ETC.,

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London Office: 150 LEADENHALL ST., E.C.

WILLIAM FIRTH, LTD., LEEDS,
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RAILS

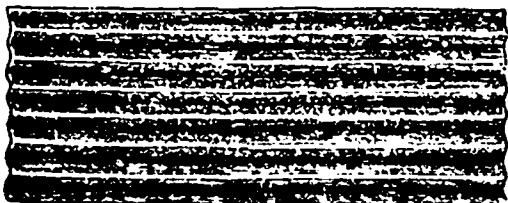
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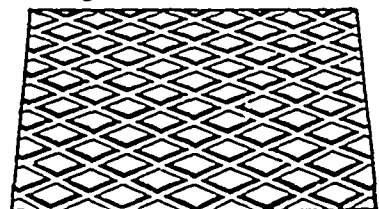
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FLOOR PLATES.

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A SYMPOSIUM ON "THE INTEREST QUESTION."

At a time when the change in normal interest rates is forcing itself upon the attention of the world of business, a symposium upon the subject, contributed to by Canada's leading financiers both public and commercial, will be perused with keen interest. The April issue of Life Echoes contains this valuable feature in addition to several illustrated contributions of a general character; also the full annual report of the Canada Life Assurance Co. which is given the appropriate heading of "The Story of a Great Success." Interesting abstracts of the speeches delivered at the yearly meeting of shareholders and policyholders, impress upon the reader the conclusion that the Company's officers are well able to conserve the best and permanent interests of the thousands insured in this, the leading Company of the Dominion. This liberal information of the Canada Life's business progress and methods is in full accord with the policy of publicity which has in the past so strengthened general confidence in its management and financial standing.

A cable from Greece quoted a further advance of 3d in the price of currants, and stated that the market was still advancing. The last previous cable quoted 11s 3d for prompt shipment.

ALL THE NEWS OF WALL STREET.
Accurate, Concise, and Independent.
In **THE WALL STREET SUMMARY.**
Published daily by **The New York News Bureau**, 16 Broad Street New York, at 3.30 p.m. \$8 a year, or \$1.50 for 3 months.

WHEAT PROSPECTS MAINTAINED

The Cincinnati "Price Current" summarizes its crop correspondence for the week as follows:—Weather conditions in the winter wheat section during the past week have been about normal and generally favorable, both for the growing wheat and for farm operations. The wheat crop continues to maintain a high promise in the States west of the Mississippi river and to a large extent in Illinois, but in Ohio and Indiana, while there have been no especially adverse conditions during the past week, the tendency for the month of March has been backward rather than otherwise, and the advance of the season is disclosing more clearly the unfavorableness of the wheat crop in this section. Spring has opened with the ground generally in satisfactory condition; farm work is being pushed rapidly, and if present favorable weather conditions continue the tardiness of the season will soon be overcome. Much of the oats have already been sown up to the latitude of southern Indiana, Illinois, etc. None of the grains are being marketed with any freedom at present. The prevailing tendency among farmers is to hold their wheat, though in some sections there are some signs of

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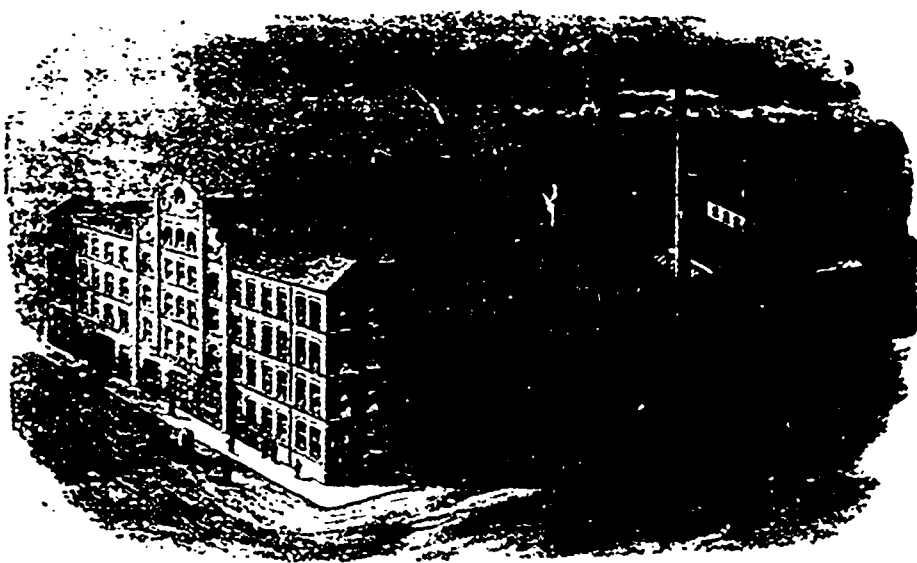
HEADLESS CROSS,

REDDITCH,

England.

weakening. Corn continues in good demand; dealers are receiving but little as the bulk of what farmers are selling goes to feeders."

The prospects of fruit are very favorable, although peaches sustained some damage in Missouri, Arkansas, Illinois and Ohio. The soil is in good condition and considerable plowing has been done in all except the more northerly sections, where frost still remains in the ground, and in portions of New Jersey, Maryland, West Virginia, Virginia, Tennessee, and North Carolina where this work has been delayed by wet weather.



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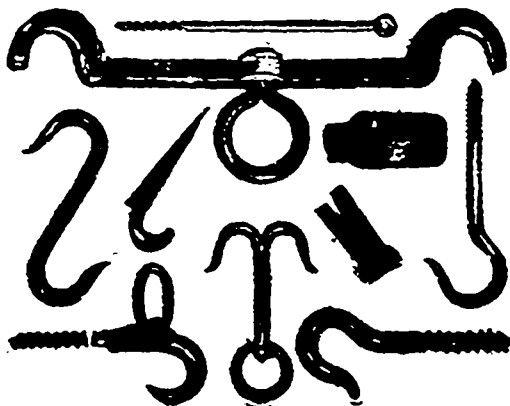
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ers, Vine Eyes, Garden Eyes,
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**Rosendale - Belting - Co.,
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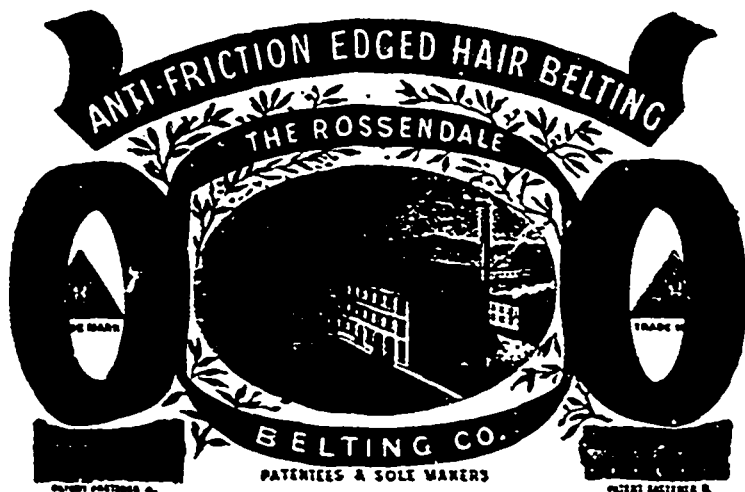
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Their "M A. Y." Brand Solid Wove Belting cannot be beaten
More than double the strength of leather.

Lasts longer. Has greater biting power.
Does not require taking up, as it does not stretch.
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NOTE.—Leather Belting has advanced 40 per cent. Look at these prices for example :

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2½.....19	2½.....43
3.....25	3.....53
4.....38	4.....72
5.....50	5.....91
6.....63	6.....1.11
8.....92	8.....1.48
10.....1.25	10.....1.85
12.....1.58	12.....2.22



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MR. GEORGE HUNT, of Montreal, Consulting Engineer.

THE CANADIAN TRADE REVIEW

A St. Johns, N.F., letter to the fish trade contained advices of a shipment of 800 barrels of herrings cured in the Scotch style. The fish range in count from 475 to 600 per barrel. It is understood that the fish will be held at from \$10.50 to \$11 per barrel.

Advices by mail from San Francisco reviewing the wine situation say that the large dealers are holding off to see if there will be any serious damage to the vineyards this spring by frost. If there should be any damage they would make an effort to purchase as speedily as possible at current figures and might find it necessary to pay more. Without damaging frost indications now are that dealers will take hold

slowly and only as compelled to unless able to dictate figures in their favor.

Letters to the trade report a probable advance of 10 per cent in the price of rough barrels for shipping produce. Many of the manufacturers have already advised the farmers of an advance per barrel without cover. There has been a slight advance on the rough bagging used as covers.

The Cardinal Glucose Works were destroyed by fire last Sunday. The fire started in the drying room and spread to the glucose department, and soon this building fell a prey to the flames. The next building to go was the electric light

station, and in six hours the three structures were a mass of ruins, and \$150,000 worth of property destroyed. The insurance amounts to \$90,000. The company, it is understood, will reconstruct the works.

The contract for pumping machinery for the Patrick pumping station of the Glasgow Corporation of Glasgow, Scotland, for which several prominent American pump manufacturers put in bids, has been awarded to D. Stewart & Co., Ltd., London Road Iron Works, Glasgow for \$232,750. Many other Scotch and English pump works put in bids lower than the lowest American.

Established 1860.

Telegrams: "Hayward, Wolverhampton."

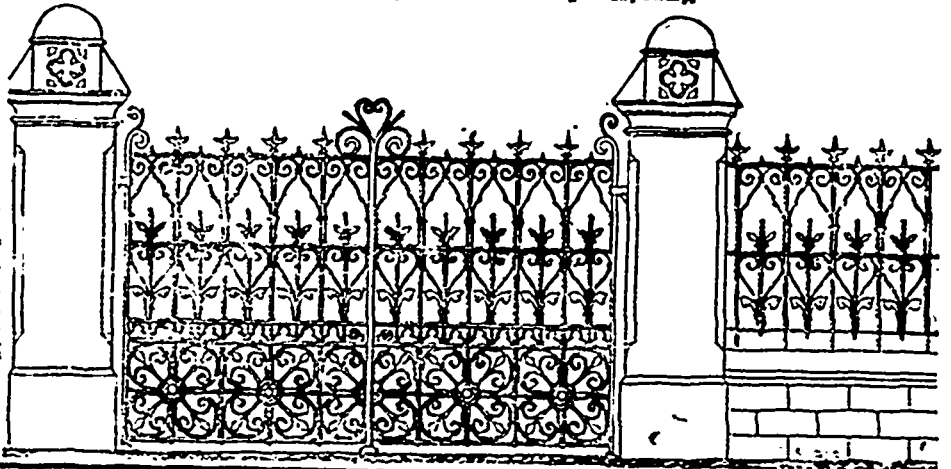
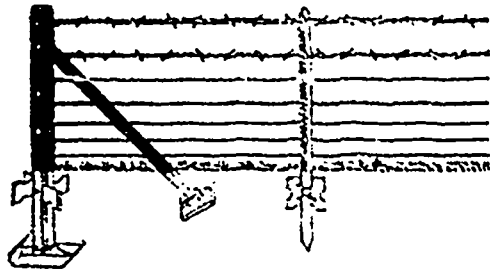
Replies by Telegram must be Prepaid.

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Brunswick Works, Bilston Road and Willenball Road, Wolverhampton, Eng.

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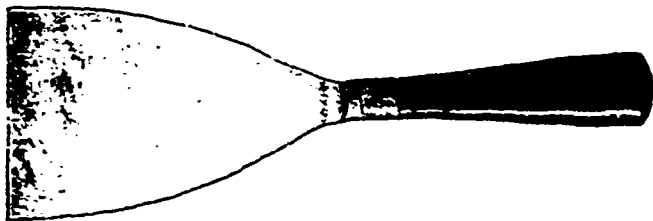
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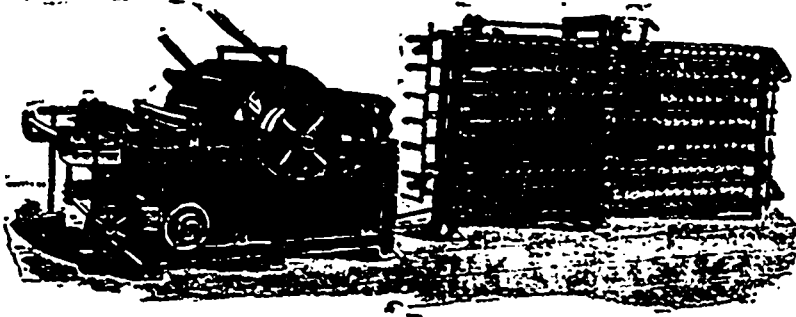
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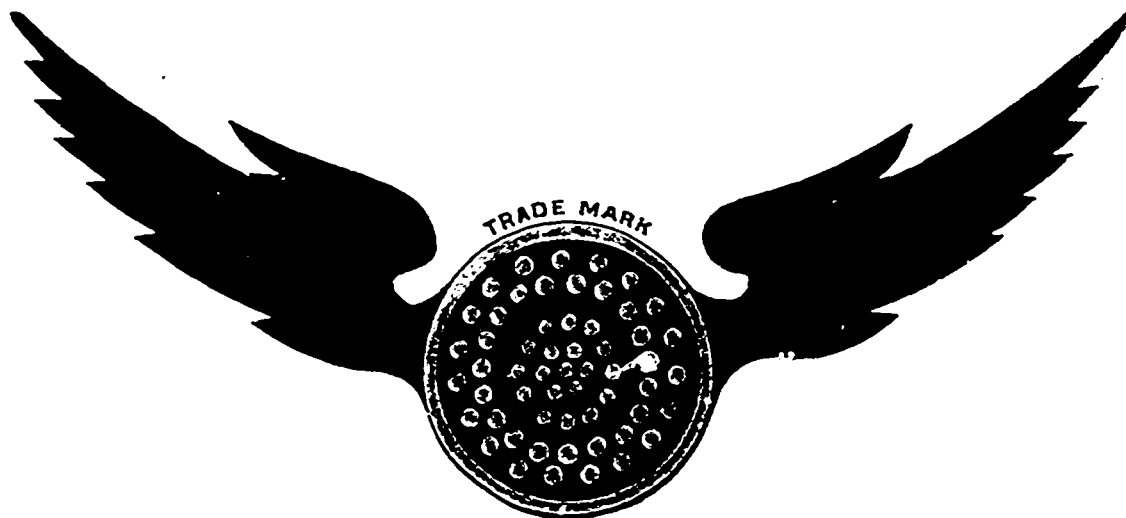
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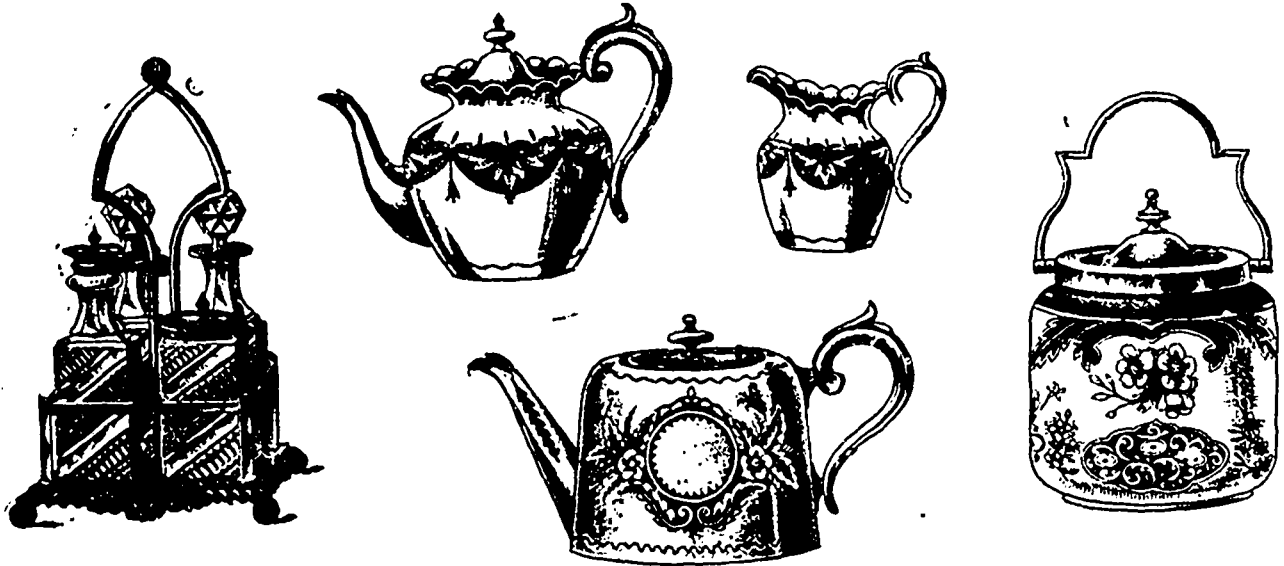
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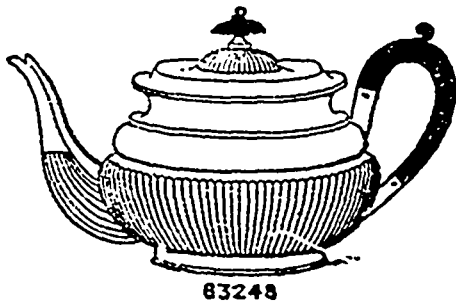
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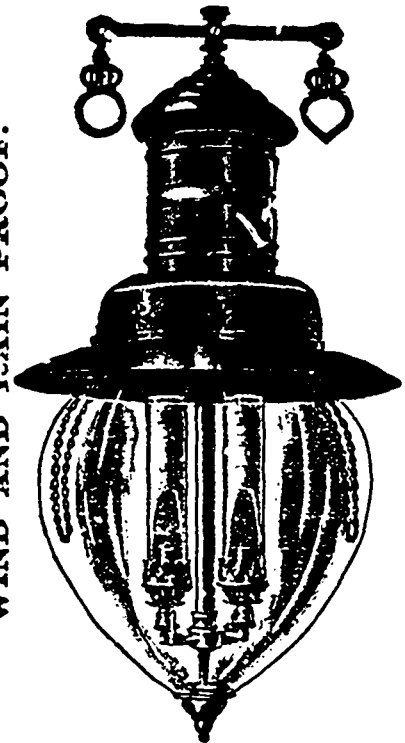


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 MONTREAL, CANADA,

Cablegrams: "GALVANIZER," LIVERPOOL.

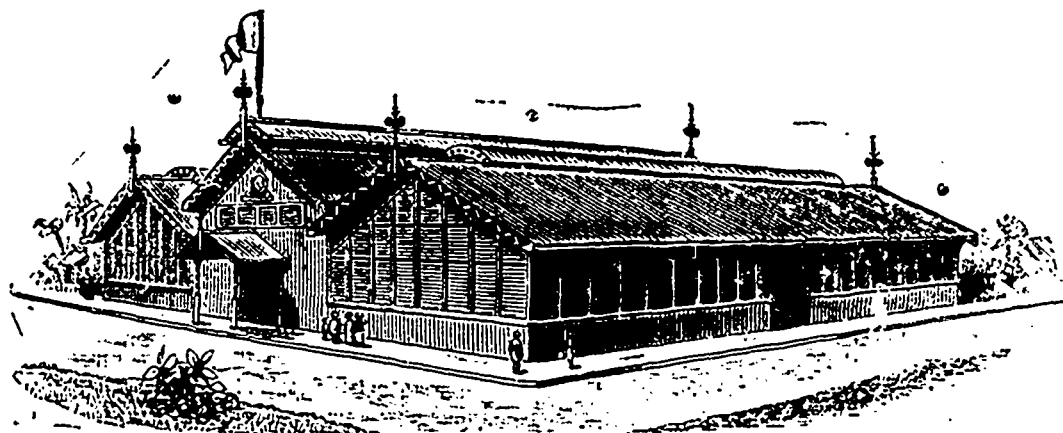
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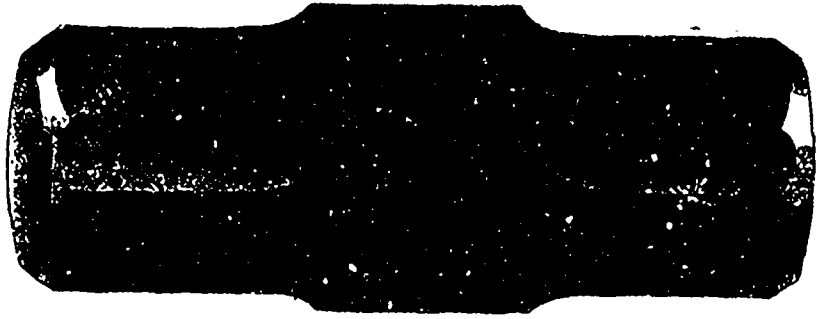
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Offices:
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Tenter Street,
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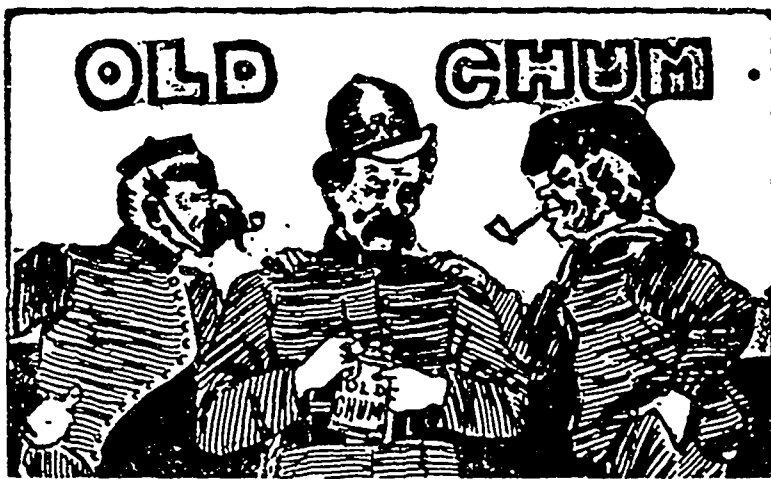
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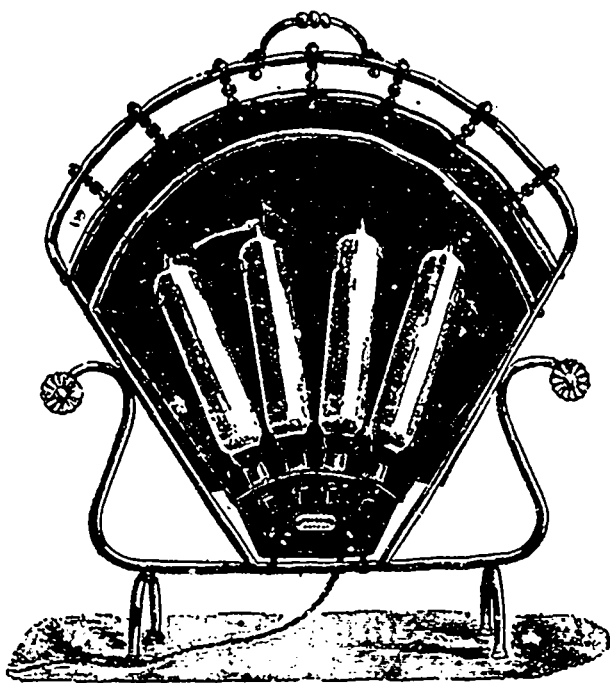
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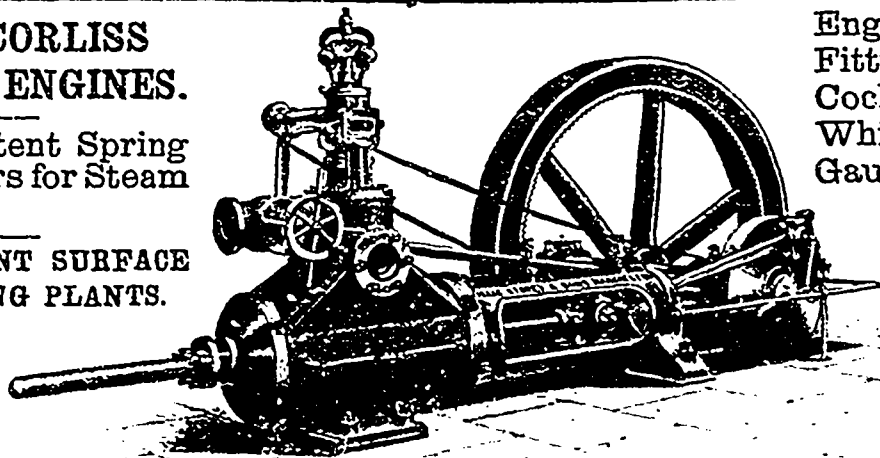
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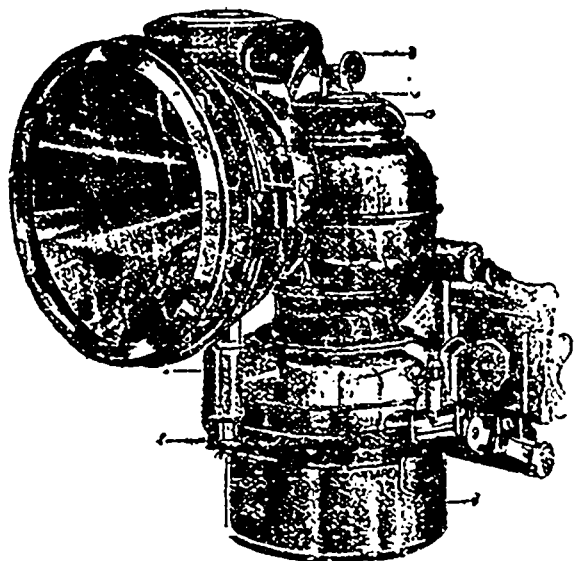
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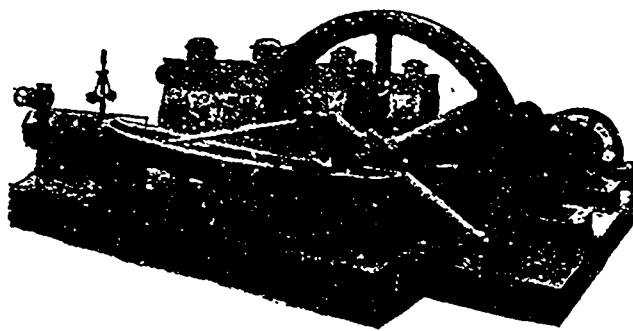
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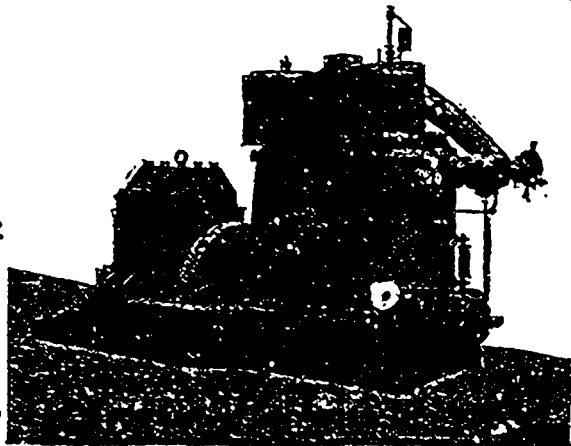
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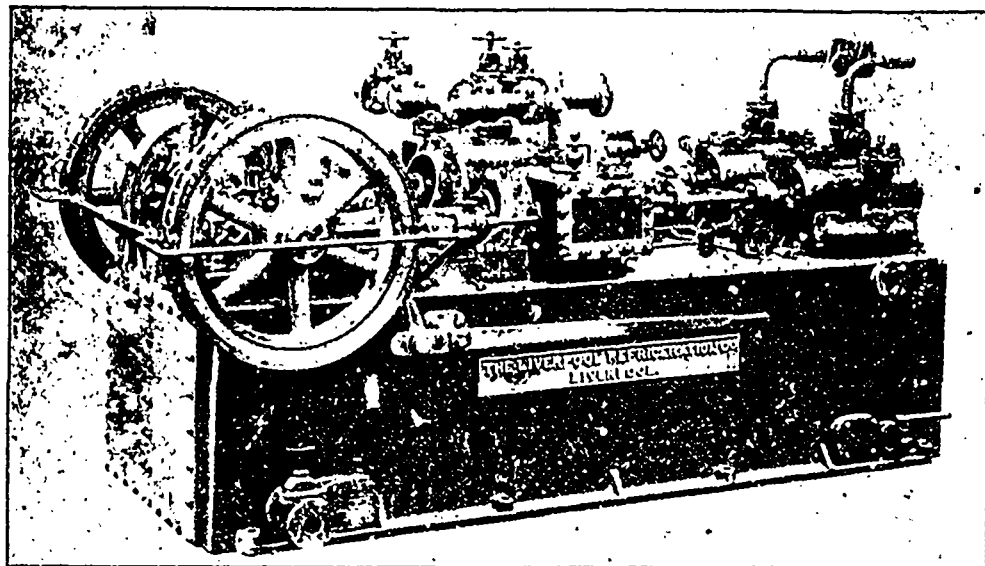
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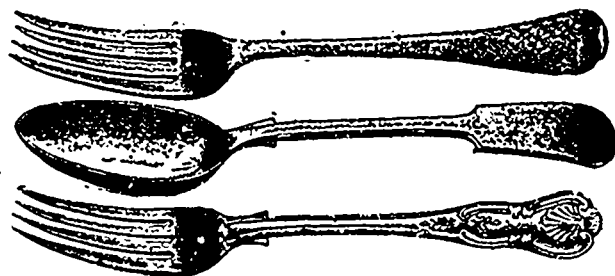
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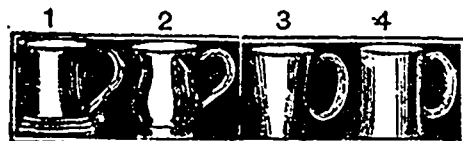
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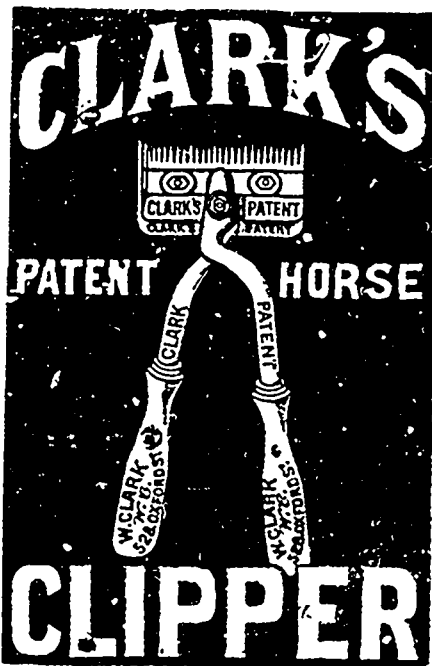
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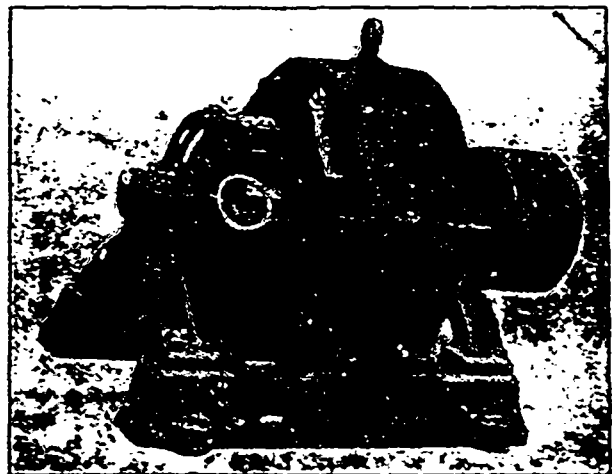
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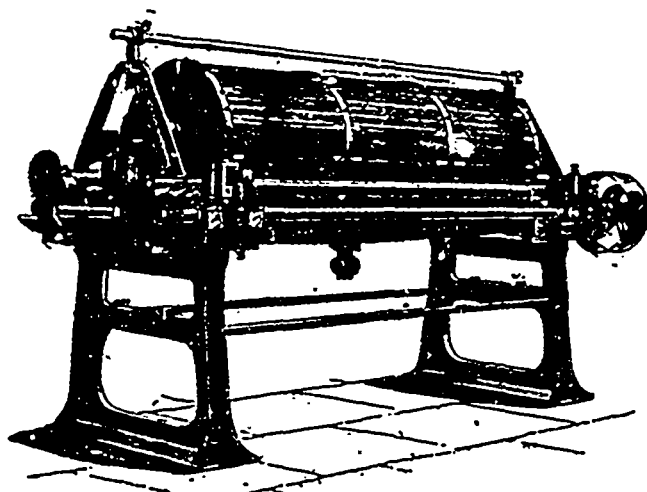
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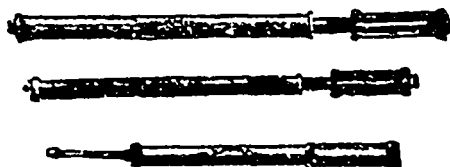
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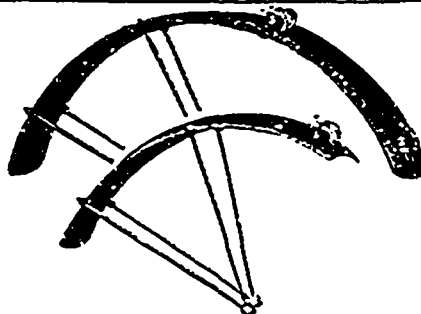


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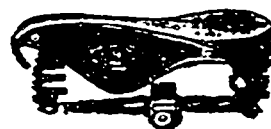
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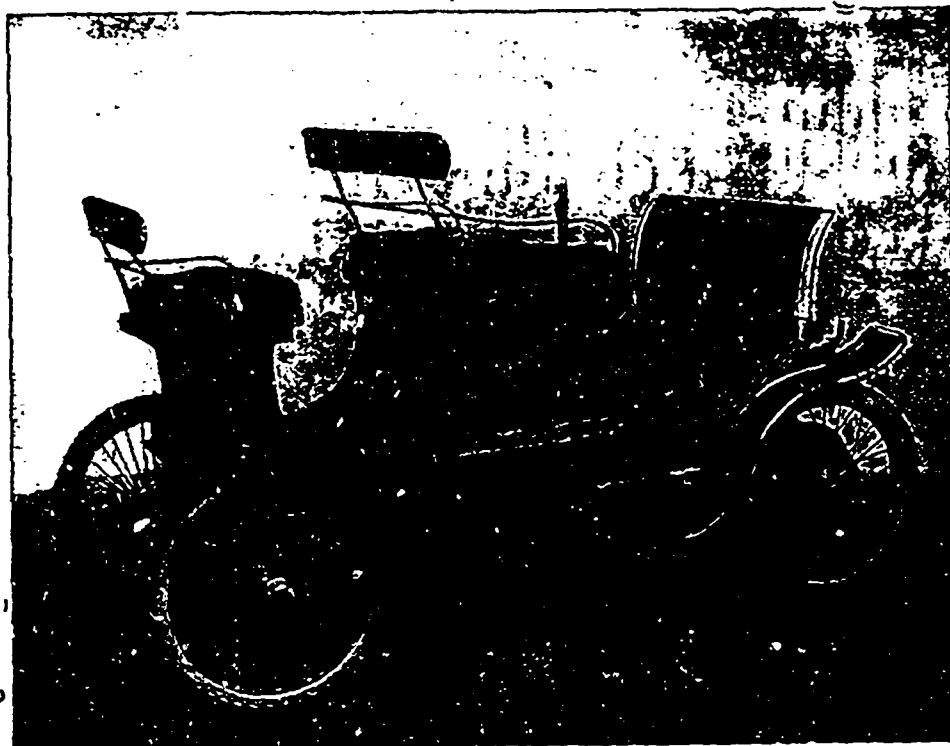
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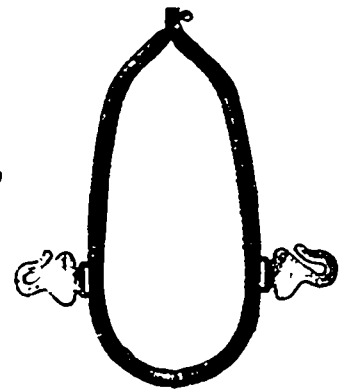
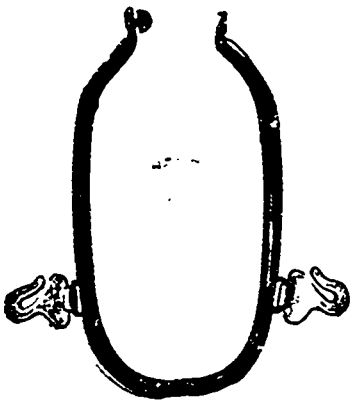
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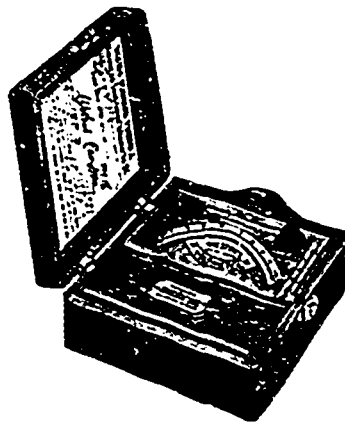


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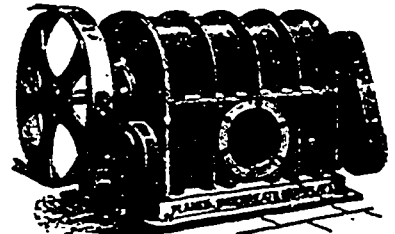
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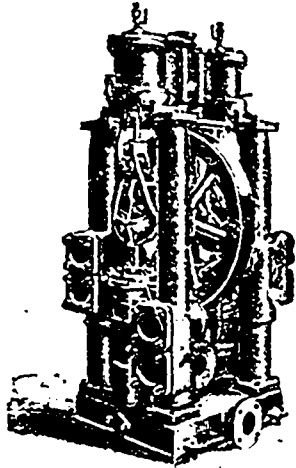
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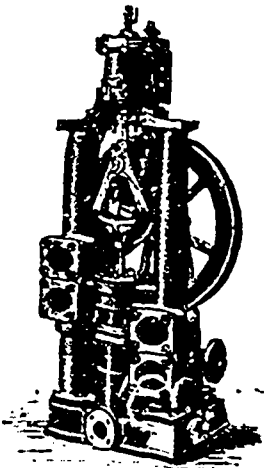
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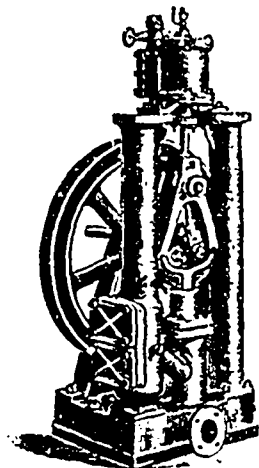
Patent Outside Packed Ram Pumps.



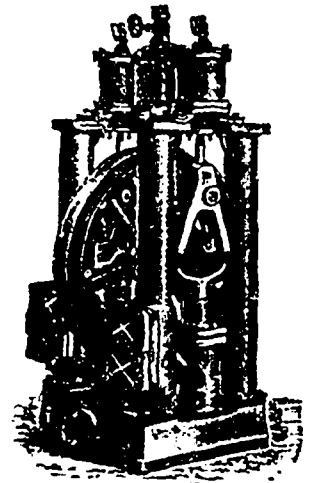
Quadruple Acting.



Double Acting.

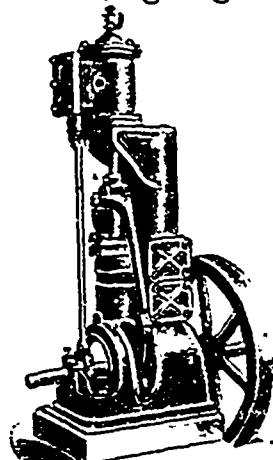


Single Ram Pump.



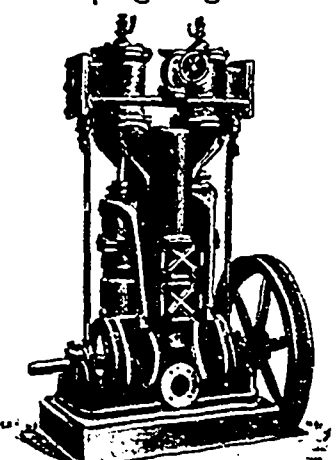
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"MANCHESTER"
Pumping Engine.



Single Ram

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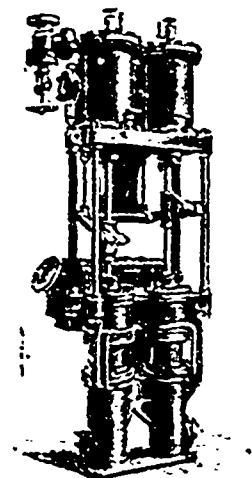
Makers of all classes

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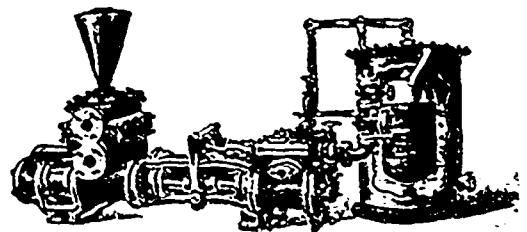
Pumping
Machinery.

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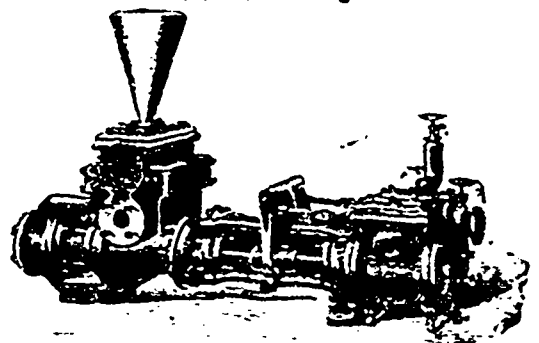
"Pumps," Manchester.



Patent Vertical Duplex
Outside Packed Ram
Pump.



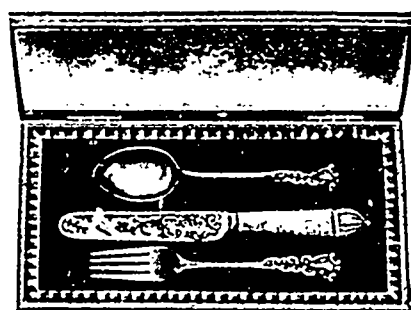
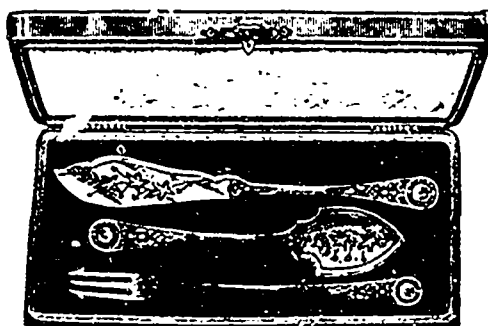
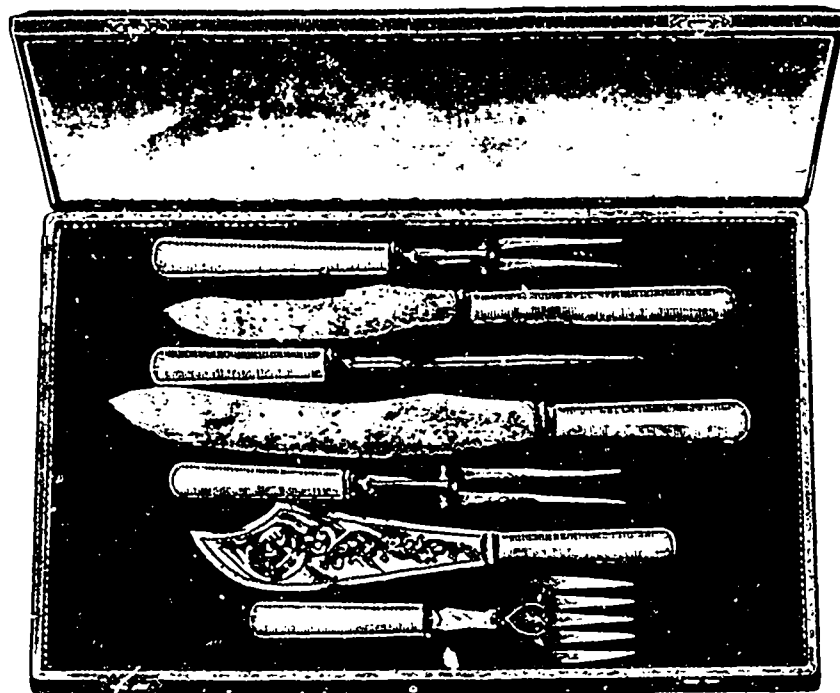
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Automatically.



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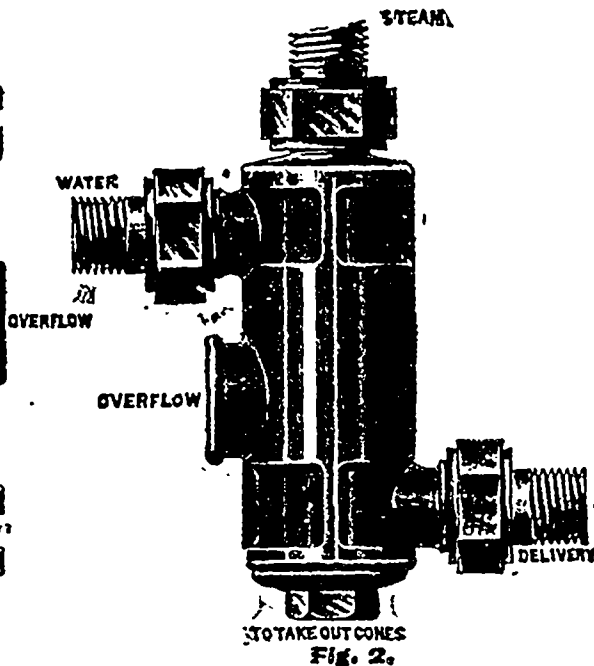
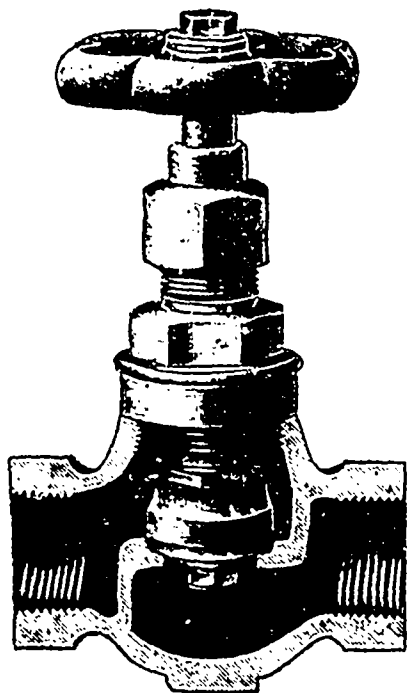
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PATENTED 1894, 1895, 1896, 1898.
Registered Designs 260342 to 260344 and
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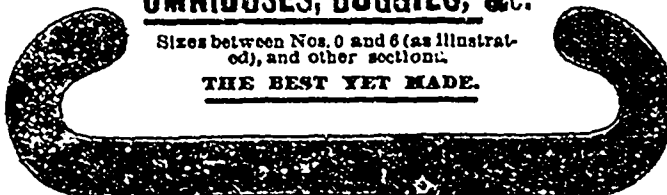
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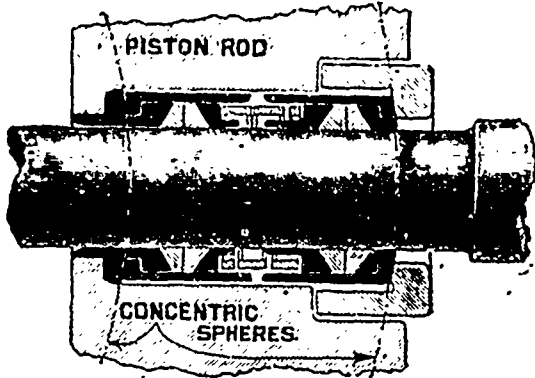
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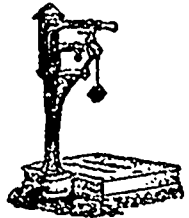
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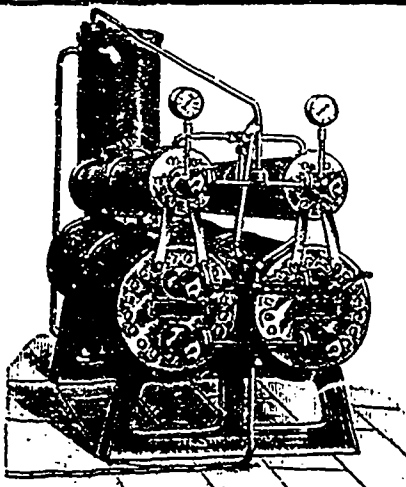
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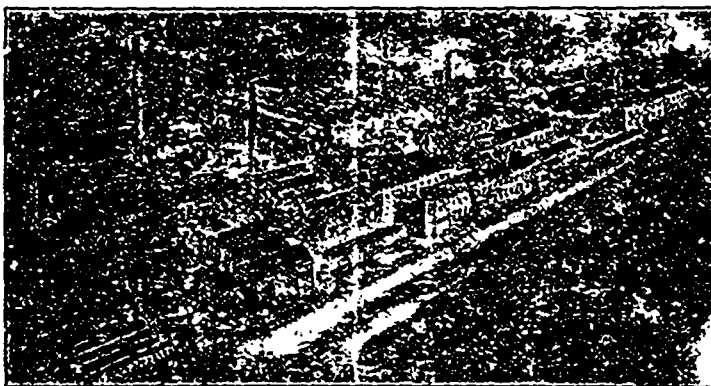
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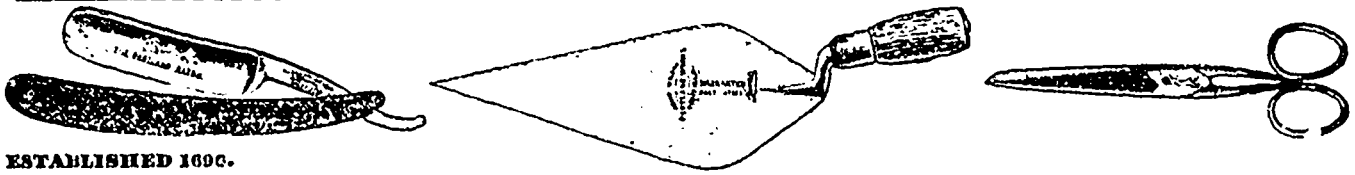
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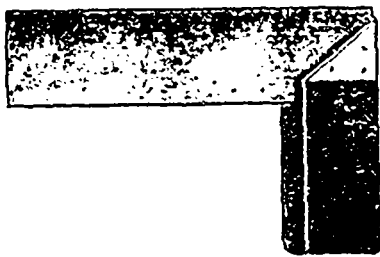
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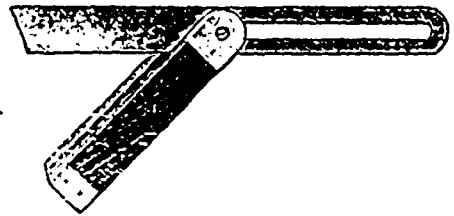
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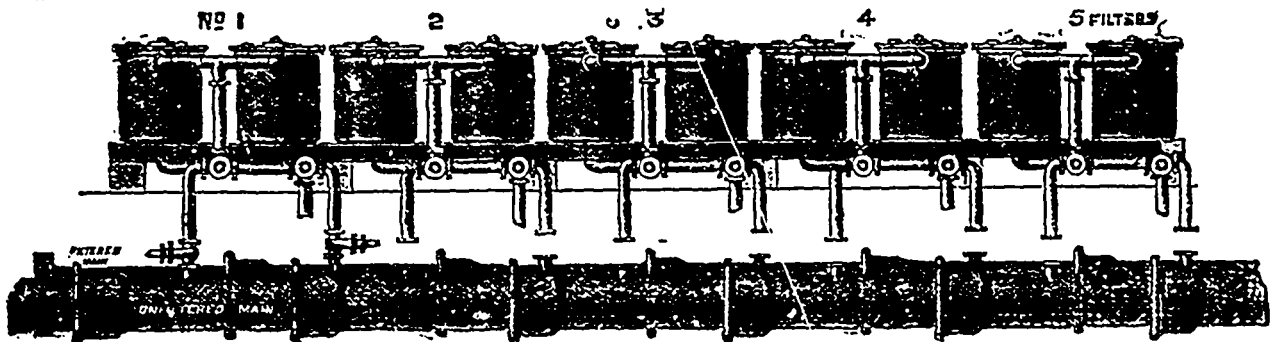


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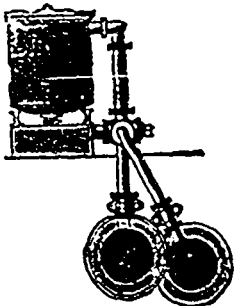


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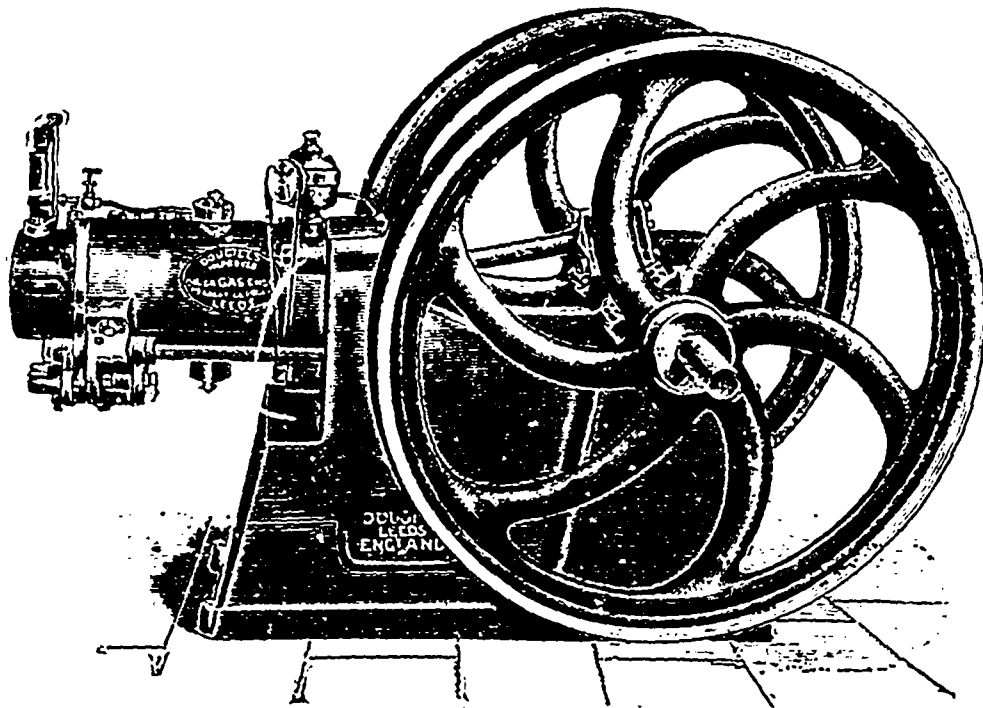
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