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THE NEW FRENCH TARIFF AND BRITISH INDUSTRIES.

The *Journal Officiel*, of Paris, of the instant, contained the promulgation of the new French General Tariff, to which we have frequently referred. The French Ambassador at London duly notified the British Government. Commenting on the announcement the *Pall Mall Gazette* says: "Under the provisions of the declaration between the British and French Government signed on the 10th of October, 1879, the duration of the under-mentioned commercial treaties and conventions between Great Britain and France will cease and terminate six months after the said date, to wit:—1. The treaty of commerce of the 23rd of January, 1860. 2. Additional articles of the 25th of February, 1860. 3. Second additional article of the 27th of June, 1860. 4. First supplementary convention of the 12th of October, 1860. 5. Second supplementary convention of the 16th of November, 1860. 6. Treaty of commerce and navigation of the 23rd of July, 1873. 7. Supplementary convention of the 21st of January, 1874. 8. Declaration of the 24th of January, 1874. The new tariff, as we have already pointed out, has created consternation in parts of England, and no wonder, for English Free Traders find themselves confronted with the rapid development of Protectionist principles over the world. In an article on the approaching termination of the Anglo-French Commercial Treaty, the *London Daily Telegraph* says: "In six months the Rouher-Bismarck treaty, which had controlled the commercial relations of France and England for over twenty years will come to an end, the formal 'denunciation' having been given by the French Government simultaneously with the promulgation of the tariff. The negotiations for a new treaty between the two countries will now begin at once, and it is hoped, be continued ener-

getically, if there is an equal desire on both sides to arrive at an agreement. Appearances, at present, are far from promising. It is nearly certain, however, that the French Government will make no such concessions as those asked for in the north of England. They plead—with, there is no doubt, perfect truth—that the present tempo of the French people is protectionist, and that it grows more so every day. In that case what is to be done? The Manchester and Bradford Chambers of Commerce say that it would be better to have no treaty at all than one which extinguished their trade, and many manufacturers demand 'retaliation.' This is the alternative of reciprocity. 'If France,' it is argued, 'is so illiberal as to insist upon free admission to all our markets, while excluding us from hers, let us retaliate by doubling the duty on French wine, and reimposing duties upon French silks, woollens, velvets, gloves, and ribbons—that is, taxes upon articles of luxury only, which could not in any sense hamper our own power of production.' It is a remarkable fact that in the north of England the cry for retaliation in this sense is gathering force and volume every day, and gaining popularity, not only among the manufacturers, but among the working class. And judging from the present appearance of things, the "retaliation" cry is likely to increase in volume. There is all very well in their way; but they have not much chance when confronted with the stubborn logic of facts.

THE AMERICAN TARIFF—TWO RECENT TREASURY DECISIONS.

During some years past strong complaints have been made by American manufacturers, to the effect that the spirit and intent of the law was in many important respects defeated by Treasury decisions against themselves, and in favour of the importing interests. Rightly or wrongly, they have all along believed that the party chiefly to blame for these alleged anti-American interpretations of the law was none other than Mr. FAYSON, the Assistant-Secretary of the Treasury, who, under successive chiefs, has for several years remained in his present office. It has been charged against him that his sympathies are more with foreigners and their American agents than with home industry, and that he has systematically sought to defeat the plain intent and purpose of the law which it was his duty to administer. So strong did the feeling against him become, that last year a memorial bearing many and influential signatures was presented to President HAYES, asking that he be dismissed, and that some one in sympathy with American interests be appointed in his place. However, whether because it was the last year of his own term, or for other reasons, President HAYES did not disturb the existing situation, and when Mr. Secretary WINDOM became head of the Treasury Department, he found Mr. FAYSON at his old post. It was not long ere the manufacturers in two certain branches brought to a test the question of what would do for them. On April 30th a large delegation, representing the makers of knitted goods, had a hearing at the Treasury, and stated their case. Their industry, they said, employed 100,000 operatives, and there was invested in it capital to the amount of \$30,000,000. During ten years, in accordance with what was on all hands taken to be the meaning of the law, such goods (of wool) when imported had been made to pay a duty of 50c. per pound and thirty-five per cent. *ad valorem*. Recently, however, this reading of the law had been challenged, and a

decision of the United States Supreme Court (March 29th) had announced that only the 35 per cent. *ad valorem*, and no more, could legally be collected. This was followed by a Treasury circular to the same effect, and the delegation asked that the question be reconsidered. On May 20th the court granted a stay of mandate and leave to file a petition for rehearing, and on May 21st the obnoxious order was revoked by the Treasury. And the duty of 50c. per lb. and 35 per cent. besides is now collected as heretofore; though the last circular restoring the old rates intimates that this is only "until otherwise instructed," and that a final decision by the United States Supreme Court is yet pending. The manufacturers in another branch have not been so fortunate. Under the tariff article of hoop iron is charged with a duty of 15c. per lb. Hoop iron is a material used for binding up cotton bales, and for the five million bales or thereabouts of each year's production a large quantity of this material is required. The English manufacturers have been in the habit of making up "cotton ties" in lengths ready for use, with holes punched in them and one or more rivets attached, and it has been contended that the articles so made up should not be classed as "hoop iron," but among manufactures of iron not otherwise provided for, which pays 35 per cent. During the war the price of iron was so high that the 15c. per lb. and the 35 per cent. *ad valorem* came to much the same thing. Since then, however, through the fall in iron, the 15c. per lb. has ranged in the neighbourhood of 50 per cent. on the value, and it has become an object to get the prepared cotton ties in under the 35 per cent. clause as goods "not otherwise provided for." In July 1880 the verdict of a jury and the judgment of a United States Court declared that this was law, and that cotton ties should pay 35 per cent. The present Secretary of the Treasury re-affirms this decision in a communication to the Chairman of the Hoop Iron Manufacturers' Committee at Youngstown, Ohio. He says that the judgment of the court in 1878 has stood through three Administrations, through the terms of six Secretaries of the Treasury, and through seventeen sessions of Congress without change. He cannot take it upon himself to undo a precedent so well established, and must therefore continue to administer the law on the point in question just as his predecessors did before. On this decision the *Philadelphia American*, a high-class weekly journal of strong Protectionist views, has these remarks:—"Secretary Windom has decided against the claim of the manufacturers of cotton ties, on grounds which seem to us highly unsatisfactory. But the decision does not surprise us. So long as Judge French retains his present position in the Treasury, the tariff will be interpreted to the disadvantage of the industries for whose protection it was designed. Mr. Windom, or rather Mr. French, bases his decision on the fact that, although the manufacture of such ties from iron was already established in 1864, when our present tariff on iron was drawn up, no specification of this class of manufactures was made, and for years they were allowed to rank as 'unclassified' under an *ad valorem* duty of 35 per cent., and that it is only since the fall in prices of iron goods has made that duty one-half as heavy as it was, that the demand has been raised that it should be taxed at the specific rate laid down for hoop-iron. We fail to see how the remissness of the manufacturers in not demanding their proper classification in 1864 bars their demand for such a classification in 1881. The tariff taxes hoop iron at a certain specific rate, and these ties are hoop iron and nothing else. And even though the Treasury may have been careless enough to ignore this fact heretofore, this is no reason why it should persist in such carelessness. The whole middle shows the necessity for an early and thorough revision of the tariff."

The "riddle" into which our neighbours have got on the hoop-iron question recalls what happened soon after the

making of the Cobden commercial treaty between England and France. Certain kinds of goods having been specified as paying certain duties on the French side, English manufacturers set their wits to work to invent new fabrics, or variations of the old ones, and new names besides for the express purpose of evading the letter of the treaty. As a matter of fact many *bona fide* new fabrics were being brought out anyway by designers and inventors on both sides of the Channel, a circumstance which greatly assisted English manufacturers in carrying out their plans. Very soon the market was profusely supplied with new fabrics in large and perplexing variety, for which names and descriptions to correspond could not be found in the treaty at all. Under such circumstances the war of definition and description might have been an exciting one in either England, Canada or the United States. But they manage these things differently in France, whether better or worse we need not here stop to inquire. The French Executive took the simple course of deciding nearly all doubtful points in favour of France, and the stern officialism of the *douaniers* made attempted evasions of the law particularly hazardous. Further, under the French law the officers have the power, if under-valuation be proved to their satisfaction, of seizing the goods, paying for them at an advance of five per cent. on the alleged invoice value, and then selling them for what they bring. Suppose, for instance, an article really worth \$1.50 to be entered at \$1.00 no uncommon occurrence in Canada, we believe. It would be seized, \$1.05 would be paid for it, and it would be strange if the Government did not make 20 or 25 per cent. at least on the transaction. Under the French system, therefore, attempts to evade the law by new names and new fabrics have not been generally successful; but still there is reason to believe that the experience referred to has powerfully influenced the shaping of the new tariff. In the new French tariff the *ad valorem* principle is wholly discarded and all duties, without exception, are made specific. It is these specific duties, so difficult of evasion, and considerably higher than the old duties, besides, which are now raising such a storm in England. We may finely enough concede that to frame a tariff that cannot be evaded is a difficult task, but it is not, therefore, an impossible one—to states-

A CHANGE DEMANDED.

Of late we have frequently referred to the growth of Protectionist principles in the old world, and to the position of isolation into which England is being unwillingly forced. Having adopted the Free Trade principle many years ago, she is unwilling to take what her statesmen and political economists look upon as a retrograde step. When she adopted Free Trade as her policy, the hope was entertained that her example would be followed by the leading nations of the world; but that hope has not been realized, and present prospects do not encourage the belief that at an early day her policy will be generally adopted. On the contrary, Protection, as we have had occasion to point out, is the policy of the time; and such being the fact, the practical question which is beginning to occupy attention in England is, how long can the country afford to follow up a generous trade policy which nowhere is reciprocated? In manufacturing districts the prevailing feeling of dissatisfaction is finding expression in protests and remonstrances. Leading newspapers are beginning to see the necessity of a change of policy; public men are discovering that there is something substantial in the representations of those who are

suffering from a one-sided course, and those in authority are earnestly urged to give the "situation" their earnest attention. The question is not a party one, Conservatives and Liberals being alike wedded to the Free Trade ideal. Therefore, whether the Government in office be Conservative or Liberal, the same hostility to Protection will be manifested until the "stern logic of facts" necessitates the serious consideration of the nation's ability to be over-generous at her own expense. One of the most recent expressions of opinion on the subject appeared about two weeks ago in the editorial columns of the oldest and most influential of Irish newspapers, the *Belfast News-Letter*, a journal from which we have previously made extracts on the same subject. The article in question was suggested by the provisions of the new French tariff and the question of a new trade treaty between that country and England. We publish the article in its entirety—

"Great doubts exist as to whether the treaty of commerce between England and France may take, or whether there shall be a treaty at all. The French general tariff will be published this week, and the present treaty will expire six months hence. In the meantime a new treaty might be concluded; but it should be done before the 11th or 16th of July, when the Chamber of Deputies will dissolve. The new Chamber will not begin work till November; so that, unless the treaty arrangements be soon completed, England will be soon confronted with the French General Tariff, which is almost prohibitive. It is said that there is much difference of opinion between the two nations on the *ad valorem* principle, the English being quite willing to adopt it, while the French are decidedly opposed. They say that they do not doubt the declarations of Englishmen; but if they conceded the *ad valorem* principle to England they would have to concede it to all other nations, and they have not the same faith in the declaration of other nations. It has been suggested that an escape from the difficulty would be the transformation of the *ad valorem* duties into *bona fide* specific duties; but certain manufacturers, such as those of Bradford, would complain of specific duties. At a meeting of the Paris British Chamber of Commerce, the new tariff was discussed, and it was shown that on several articles now charged with specific duties the new rates are above the acknowledged increase of 24 per cent., and serious complaint was made respecting the new duties on cottons and woollens; but what may be the result of all the discussions and all the complaints is not known. It would not surprise anyone if France would almost prohibit our national products; and perhaps it would be as well if she were to do so, as in that case England would be bound to retaliate on French brandy, wine, silk, and ornamental articles, which the public could well do without, and which are certainly not an equivalent for the duties levied on the national industries. We cannot continue the battle of the tariffs, and hold our own against foreigners. This feeling is spreading in England, and will spread daily, because Englishmen are only beginning to know something of the extent to which their products have been supplanted by foreign-made goods, even in the United Kingdom. As a writer in the *Birmingham Gazette* observed a few days ago, the circumstances under which the trade of the country is carried on have entirely changed during recent years. Formerly the foreigners could not do without British assistance. They were compelled to buy largely of British manufacturers, and, comparatively speaking, their tariffs were harmless; but now they can dispense with the bulk of British manufactured goods, and there are many branches of industry in which they can compete with British manufacturers in their own markets. Formerly it was thought—the Free Traders predicted it—that England was destined to be the workshop of the world; but the foreigners can now work for themselves with British machinery and British workmen, and with the advantages of low wages and long hours, which are unknown in the United Kingdom. The workshop of the world prediction turned out misleading; and if matters go on as they have been going, England will not be a workshop for herself, much less for the world. The sooner the Free Traders confess that they have made a mistake the better. Foreign countries will never meet England on fair terms if they can help it; and England is bound to do something to take care of her industries. That something is merely to tell Frenchmen and every other man that they are so fond of protection at their side they cannot be offended if they have to meet it on our side. If England would only try this system for a time—if she would only seriously threaten to try it—the

battle of the tariffs would be at an end, and the industries of the United Kingdom set a chance. Any article that we can produce at home ought not to be admitted free from abroad—not even corn, for if we were wise enough to enter into terms with our colonies we could receive from them all the bread-stuffs we require, and they would take our manufactures in return. In the meantime, however, people will be anxious to know the result of the negotiations between England and France, and few would regret if they fell through, so that we might begin to retaliate on the foreigner. It is only a beginning that is needed, and the thing would become popular that its general application would be demanded."

Straws show what way the wind blows; and such articles as the foregoing are evidence of the fact that the one-sided policy of Free Trade is not growing in popularity in the United Kingdom.

EDITORIAL COMMENTS.

Elsewhere in this issue of the World will be found Orders in Council of importance, to which we direct attention.

By an Order-in-Council of Thursday last, the Ontario Government's bill, entitled "An Act for protecting the public interests in Rivers, Streams and Creeks," has been disallowed. Strong protests were made against the passing of this obnoxious bill in the Ontario Legislature; but, as Mr. Mowat had to oblige a supporter, it was made law.

A case of newspaper enterprise is reported from Chicago. The Western Union Telegraph office was the scene of great activity on Friday night, the cause being the transmission of the entire revised edition of the New Testament from New York to Chicago for the Times, and a large portion of it for the Inter-Ocean. It is reported that the Times will pay the telegraph company \$10,000 for the service. It published the Testament complete in its Sunday edition.

Referring to the state of depression the London Daily Telegraph says: "Bradford may almost bid farewell to any hope of profits from a French market. Accordingly the feeling is gloomy. Many good workmen, it is said, are emigrating to the United States, where, fostered and coddled by Protection, the woollen industry can afford to pay them good wages, while mill owners are talking of a similar change, and of transferring their capital and energy to a country where there is a certainty of both being rewarded. Abstract homilies on the virtue of Free Trade will neither regain nor retain a market, and will not give one hungry artisan an hour's work."

The Montreal Gazette of Thursday contains an article, based on official figures, showing the rapid growth of the trade of Montreal:

Table with columns: Imports, Exports, Duty, etc. for years 1870, 1880, 1870, 1874, 1880.

A Mr. Williams has a bill before the New York Legislature providing for the deepening of the Erie Canal by three feet—by cutting one foot from the bottom and adding two to the height of the banks. It is not expected that the bill will pass during the present session. "Looking at the consequences," says the New York Indicator, "likely to result from the enlarged Welland Canal, the possible construction of the proposed Hennepin Canal, and the rapidly increasing diversion of the Western grain exports by way of the Mississippi River, it is safe to say that the enlargement of the Erie Canal is the most important question now before the citizens of New York—that is, if it be of any importance to them to maintain its commercial supremacy."

The British Board of Trade returns for April were issued recently. They show that the total declared value for the month was £18,130,331, against £19,023,300, in April, 1880, and £14,642,358 in 1879. The total value of the exports for the

first four months of the year was £71,417,800, against £71,802,270 in 1880, and £57,722,400 in 1879. The total value of the imports for April was £35,232,294, against £30,122,957 in April, 1880, and £33,700,504 in April, 1879. The total value of the imports for the first four months of the year was £135,463,942, against £142,809,910 in 1880, and £117,205,290 in 1879. The balance and specie account shows that the total import of gold and silver in April was £1,554,355, against £201,428 in 1880, and £2,204,230 in 1879. The total import of gold and silver for the first four months of the year was £6,782,305, against £3,603,571 in 1880, and £10,785,226 in 1879. The amount of gold and silver exported in April was £2,391,036 against £1,272,430 in 1880 and £1,770,328 in 1879. The amount exported in the first four months of the year was £8,344,737, against £3,208,264 in 1880 and £6,950,168 in 1879.

It would appear that the effort to secure the holding of a World's fair at New York has fallen through. The American says on the subject:—"The efforts to hold a World's Fair in New York in 1883 have broken down utterly and finally; and our New York friends are at some pains to explain the failure without seeming to admit that it casts discredit upon the city. They are quite right in saying that 1883 was too early a date; right also in saying that the men who got control of the enterprise were not the best, and that the site they selected was objectionable. But none of these considerations explain the failure. The date 1883 was not a fault; it could have been changed to 1889. If the men in control were not the best, it was because the best held back and left room for second-best and third-best men. And if the site chosen was bad, it was because the one good site, corresponding to that in Fairmount Park, was refused by the city. The truth seems to be that New York is not capable of originating and managing such an enterprise. The huge city lacks homogeneity. It is a shambling collection of diverse elements, and, instead of a vigorous public opinion, there is nothing but a Babel of private opinions. As the gate from Europe into America, it is too full of foreign influences and alien residents for its people to act together and feel together on any great question."

The New York Tribune, commenting on the new French tariff, says: "The French national policy is steadily becoming more distinctively Protectionist. The new general tariff increases the duties on cotton and woollen fabrics, and makes these imports so precise that they cannot be easily evaded. It leaves the rates for iron manufactures very much as they were, for France must buy these largely abroad, and admits American machinery on the same terms as any other, so that manufacturers may have the latest improvements at their command. The law then declares that no commercial treaty shall accord any greater reduction than 25 per cent. from this general tariff. Of course British Free Traders are grieved at this reaction after a so called Free Trade era of twenty years. Mr. Forster went so far as to tell his Bradford constituents on Thursday that if the French persist in this policy he would prefer to have no treaty at all. Pending the negotiations for a new treaty, the French people are likely to receive more intimations of that kind. But they know that England cannot readily retaliate, and that if she stands by her Free Trade professions she will not do so at all. They therefore regard the future with complacency. The Government is in accord with them, and will not, as Napoleon III. did, sacrifice industrial interests to gain political ends. It has already given a rude shock to the cordial understanding with England by its foreign policy, and is not in a mood to retrace its steps."

Advice from Chesapeake, East Halifax, state that gold prospects in that district are very good.

The Montreal Times continues to publish a daily statement showing the number of persons who leave St. John, Halifax and Charlottetown for the United States, and the number arriving by American steamers. Up to Friday last, from the last, the figures were: outwards, 326; inwards, 604. The Sarnia Canadian points out that during April 3,307 persons went to the States via that route, while 3,484 arrived from the States.

NATIONAL INDUSTRIES.

The Industrial World will be pleased to receive items of news from its readers in all parts of the country, for publication in the columns. It will take but a few minutes time and a postal card to acquaint us with what is going on in your neighbourhood, and we will always find room for all legitimate contributions, which must be accompanied by the writer's name as a guarantee of good faith.

This week's Ontario Gazette contains an application for a charter for the Toronto Paper Manufacturing Company, for the manufacture of fine paper. The capital is put at \$250,000, of which \$80,000 is said to have been subscribed.

The Beet Root Sugar Company, whose factory is at Farham, have received 850 packages of machinery. Over fifty men are now employed and 500 acres are sown. The company will likely be in running order early in September.

The Longueuil Butter Company have completed their building near Coteau Rouge. They will employ several men, and will begin the manufacture of butter on Monday next, taking the milk of several hundred cows. The proprietors are Messrs M. Prefontaine, B. Lamare and Joseph Trudeau.

The Mail says: "For the first time in Canada, Messrs. Corriveau & Co. of Montreal, have produced a line of silk handkerchiefs which in taste and material seems equal to any imported articles of the kind. The same firm are extensively engaged in the manufacture of dress goods of silk; and thus one very valuable industry, with its branches, have been established in Canada under the influence of the National Policy. We may well wish success to the new industry."

A joint stock company is being organized for the purpose of finding salt, petroleum or coal in the North-West. Amongst the stockholders are Messrs. W. H. Lyon, J. H. Ashdown, A. W. Ross, John McDonald, Ed. Rothwell and J. H. Burridge. Shares are valued at \$25 each, and twenty of them are yet open. Arrangements have been made with E. D. Moore, who has had some experience in Petrolia, Ontario, to bring out the necessary appliances to prospect in this country for the three articles referred to. The hope is expressed that the enterprise will prove a profitable one.—Winnipeg Times.

The Kingston Cotton Mill is an accomplished fact. The stock has been subscribed, the first call has been promptly paid with the exception of a trifle, the site has been chosen, and tenders will be asked next week for the building according to plans now prepared. The machinery purchased is of the most improved and modern pattern. The building is to be 208 feet long, 78 feet wide and 3 stories high, and will contain 11,700 spindles. 300 hands will find employment in the establishment. Two of the directors are now on the lookout for a manager. It will thus be seen that there is no longer any hitch in the arrangements, and that the enterprise is going ahead. We make the announcement because rumours have been circulated in other places that the stock could not be raised and the affair was likely to fall through. These rumours are entirely groundless, and any calculations made on their basis are worthless.—News.

The amount of factory apparatus that Napanee sends off is something surprising. Mr. R. G. Wright is constantly in receipt of orders from all parts of the Province of Ontario and Quebec, from Port Hope in Bruce County to Quebec, the larger trade being done in Eastern Ontario and Quebec. The orders flow in faster sometimes than they can be filled. On Tuesday he received an order for \$550 worth of cheese vats and supplies from St. Celestine, Yamaska County, Quebec. The trade is coeval with the growth of cheese manufacturing in this province, and that with Quebec particularly across through Mr. Colby, M.P., at the time when J. N. Lapum, M.P., represented Addington in the Commons. In conversation with Mr. Colby, Mr. Lapum found out that, like himself, the former was about starting a cheese factory. He recommended Mr. Colby to secure his supplies from the then firm of Boyle & Wright. He did so, and the trade was started that has since grown to such important proportions.—Napanee Standard.

With the commencement of this month begins the business season for New Westminster, and, judging from former years, it is likely to be a busy one. The canneries proprietors are all engaged in making tins and generally preparing for a fish boom; if their anticipations are realized, a great number of people will be employed and a great deal of money will be spent with our traders. By the way, we have heard nothing of the salmon hatcheries that were suggested a long time ago, and which, it is clearly evident, must be established very soon, or a very important industry will disappear. Some of our readers may have heard of the complete depletion of the Sacramento river, where at one time the salmon were plentiful; but in constant fishing without any means of re-population, the salmon became reduced to an occasional fish; the fisheries of all kinds were reduced to one, and the river was looked upon as no longer affording material for the industry. But some enterprising men established hatcheries, and the result is that at the present time no less than six canneries are doing a profitable business.—Mainland Guardian, New Westminster, B.C.

The cotton mill enterprise is humming everywhere at this time. In Halifax, merchants in its midst, much to the surprise of everybody, not excluding themselves, subscribed in two hours, last Thursday, \$125,000 out of \$200,000 called for, and put the certainty of the erection of the mill past doubt. St. John, in generous rivalry with Halifax, with as much enterprise and more experience, will erect another mill this summer. The St. Croix Cotton Mill is now a virtual certainty, not in the sense that the certain hopes of the editor of the St. Croix Courier are demolished, but that there is no doubt that a cotton mill will be humming at Salmon Falls before the year is out. Can capitalists in our midst hear of such things unmoved? Can a man of energy and unbounded resource continue to dream of enterprise and not at once determine to bring his schemes out of the region of imagination into that of reality? That there is capital in our midst the bank's returns published in the Canada Gazette prove. It is held in several hands. Why, if the one man power does not move, should they not join and invest it in a mill that will give them a better return than government interest?—Maritime Farmer.

On Thursday evening the first meeting of the directors of the new Canadian Locomotive & Engine Works was held at their office in this city. It has been decided to immediately commence the erection of a building 324 feet long by 60 feet wide, two stories in height, on the corner of Gore and Ontario streets, running to the water's edge. It will be of brick or stone, in which will be placed all the present machinery and that for which the company is negotiating. The building will be used as the erecting workshops, in which all the locomotive building will be done instead of in different shops as at present. Already a large quantity of new machinery has been ordered, some of it in Canada, some in the United States, and the balance in England. The purpose is to have skilled mechanics, first class equipment, and to perform work which cannot be surpassed anywhere. Material has been purchased for five new locomotives. There are sufficient orders on hand to keep the works operated to their fullest capacity until October, by which time fresh contracts will have been obtained. Arrangements are being made with the water works company for the erection of three hydrants on the foundry property. To each hydrant 100 or 150 feet of hose will be attached for use in the event of fire. In about three weeks the company will have arrangements completed for an addition of 100 to the present force of workmen. Skilled mechanics—blacksmiths, moulders and machinists—will be in demand.—Kingston Whig.

The City Council have risen to the importance of the crisis and have unanimously voted in favour of paying a subsidy of \$5,000 to any person or persons who shall establish a woollen mill within the corporate limits of the city, with freedom from taxation from a period of five years. This valuable franchise will not long go a begging. Capitalists will jump at the offer. Added to the subsidy of \$5,000 offered by the provincial government for the same purpose it represents a capital of \$10,000—just one-half the amount required to build and equip a manufactory of the kind. The freedom of taxation clause represents at least \$1,500 more. We have, therefore, a subsidy of \$11,500 guaranteed upon an investment of \$20,000 in a country where the consumption of woollen goods is very large, and the raw material very cheap; where there is no manufactory of the kind in existence; and at a point where are already concentrated the chief banks and business houses and the heavy manufacturing establishments, and where all the capital of the province comes when seeking investment. The advantages that will accrue from the opportunity offered by the council cannot be over estimated. Not only will sheep raisers find here an ever remunerative market for their wool, but employment will be brought within reach of the young men and women of the province. The population will be increased by the influx of artisans, and dwellings now unoccupied will soon be tenanted. We entertain not the slightest doubt that the ratepayers will ratify and confirm the by-law on Thursday next. The object is one of the very best upon which the revenue of the city can be expended.—Victoria, B.C., Colonist.

Projectors of new industries in St. John have this to encourage them, that those we have are in a flourishing condition. Few of our manufacturing establishments are large, but we have a good many of them, and they are all flourishing. Shut up these factories and there would be an exodus. Robinson & Co's factory on Chipman's Hill has made a pair of boots or shoes every minute and a half of working time since it was started, and is steadily adding improved machinery and increasing its capacity. The St. John Bolt and Nut Company have been doing all the work they could handle, and have many orders ahead. The result of their operations so far is most satisfactory to the stockholders, showing fair profits on the capital invested. One of the objections of capitalists, when urged to put money into manufacturing in St. John, is that our market is too small to justify the erection of large establishments, and that small ones cannot manufacture cheaply enough to compete with the large concerns of the Upper Provinces. But the experience of our manufacturers has

shown that this objection is not a very formidable one. The Montreal market, which Montreal agents were once here, and have obtained orders in Montreal, Quebec, Toronto, St. John and Manitoba. The projectors of the Montreal sugar refinery were told they would only have the market of the Maritime Provinces, and that the Montreal refinery would underbid them. When it came into operation, the Montreal orders for Ontario almost equalled those for St. John and Halifax. The makers, yarn spinners, best and the manufacturers, have had the same experience. It is not in fact, the market of the Maritime Provinces only, but that of the whole Dominion, and when the capitalists become thoroughly aware of this fact there will not be so much hesitation displayed about putting money into manufacturing establishments.—St. John Sun.

THE GREAT STOCK FARM MR. COCHRANE IS INAUGURATING.

The Benton, M.T. Record thus refers to the doings of a former resident of Ancaster:—

On Thursday morning Major James Walker left for the scene of his future operations in stock raising on Bow River, N.W.T. The association for which Major Walker acts as superintendent is known as the Cochrane Ranch Company. This company has a capital stock of \$400,000 and has lately received a grant from the Canadian Government of 80,000 acres on Bow River. Major Walker has just concluded several large purchases of cattle for his range. Five hundred head were bought in Washington Territory, and will be driven to Bow River in Spokane and the Kootenay Pass. The largest purchase, however, was made at Dillon, twenty-five hundred head, the entire band of Selwyn Brothers, who herd will be driven north and will start at Sun River about June 20th in an expedition by boat of seven carloads of Hereford bulls, a part of which are from Canada and the remainder direct from England. The breeding of horses will also receive the attention of the company. Two hundred good mares are expected to arrive at the Bow River range this year and a complement of Clydesdale horses. The aim will be to breed heavy draft horses, such as will readily find a sale among the farmers of the Saskatchewan country. Such horses are in great demand. Extensive preparations and improvements will be immediately instituted on the ranch, and Major Walker will start then under his own supervision. As soon as circumstances will permit, Major Walker will return to Montana and purchase an additional 2,500 or 3,000 head of cattle. In time the business of wool growing will also be engaged in. At present the difficulties and expense of hauling wool to market interpose, but the Canada Pacific's approach will afford cheap transportation at no distant day. Mr. Cochrane, who is largely interested in this Company, is one of the most intelligent and successful breeders of stock in America. From one cow owned by him he has sold the increase to the extent of \$168,000, and the animal bids fair to bear for many years to come. Major James Walker, in whose hands the details of this gigantic scheme have been placed, is eminently the man for the place. The establishment and operation of the Cochrane Cattle Company will give an impetus to the North-West Territory, which will result in great and general good. The success of the company will be anxiously watched by many stock growers whose attention has been directed to the north country as a place for raising stock.

MACKEREL.

The fishing season being near at hand a well known Boston firm has issued a circular intended for their agents in the British provinces, in which is pointed out the requirements of the trade in the United States, so far as mackerel is concerned. The mackerel catchers of the New England States "plover" or "ream" all fat mackerel, our consumers being, as a rule, ignorant of quality and accustomed to see mackerel "reamed," think those that are not reamed are not fat. It follows as a matter of course that fish that are only broken, however good their actual quality, can be sold only to a cheap class of trade. The Boston shippers of mackerel have noticed that fish sent here by the fishermen of Nova Scotia, New Brunswick and Prince Edward Island, have, as a rule, been very carelessly salted, cured and packed. Great quantities of salted mackerel are sent from Boston to the West India Islands, where "reamed" mackerel are preferred and where from fifty cents to a dollar per barrel more is paid for reamed than for those that are not "reamed." It is a saying among fish dealers that "fish that look best will sell best." If the fishermen of the provinces wish to increase their revenue and keep up with their brother fishermen on this side of the line, they must in preparing their mackerel for the Boston market observe these rules: The blood should be properly soaked out, that the fish may look white, and they should be carefully split; they should also be reamed before salting. These points are important. A dark coloured mackerel is considered very objectionable by our trade, and the colour often makes a material difference in price. In Prince Edward Island the fishermen now generally seek well and "ream" their mackerel, and the result has been that for the past few

...almost invariably com-
...There has been a
...of late years in
...of the market from some
...of Nova Scotia, but in many
...a great lack of care
...of the provinces were to
...the preparation of
...the unanimous opinion of
...that there would be an
...demand for them, and that
...would be extended into
...Nova Scotia inspection
...with disfavor—

ENTRY OF IMPORTS

New Order in Council.

GOVERNMENT HOUSE, OTTAWA,
Thursday, 10th May, 1881.

His Excellency the Governor
General in Council

On the recommendation of the Hon-
...the Minister of Customs, and
...of the Act 44 Victoria
...section 2 and sub-section
...has been pleased to
...and declare that the first four
...contained in the schedule to the
...Act 44 Victoria, chap 10, entitled "An
...and consolidate the Acts
...the Customs," be and they
...repealed, with all explaina-
...attached to the same.
...the following six forms be and
...thereby substituted therefor, and
...in connection with invoices
...in all cases to which they
...apply, on and after the first
...July, 1881, at all Custom Houses
...where such forms may be taken
...administered, except the form
...to be made by the for-
...of any goods shipped to Can-
...consignment," which may be
...and declared before any British or
...duty accredited by any es-
...Government, and resident in
...from whence the said goods
...to Canada:—

Form of an Owner, Consignee or Importer.

I, (name of the owner, consignee or im-
...the entry), do solemnly and
...of or after the case may be),
...the owner, consignee or im-
...of a member of the firm (giving
...the name, consignee or importer,
...the case may be) of the goods men-
...in the invoice now produced by
...and hereunto annexed and signed by
...and that the said invoice is the true
...and only invoice received by
...or
...expect to receive of all
...of (name of person or firm being
...of or owners), that the said goods
...properly described in the said invoice
...in this entry thereof, and that
...has been on my part, nor to my
...knowledge on the part of any other per-
...son, done, concealed or suppressed,
...whereby Her Majesty the Queen may be
...defrauded of any part of the duty law-
...due on the said goods; that any goods
...included in this entry as paying a lower
...rate of duty for a specific purpose than
...would otherwise be charged upon the
...same, are to be, and will be, used for
...such specific purpose only, and I do
...further solemnly and truly (swear or
...affirm, as the case may be) that the prices
...named in the said invoice of the goods
...mentioned in this Bill of Entry now pre-
...sented by me are true prices, and exhibit,
...to my personal knowledge, the said mar-
...ket value of the said goods for consump-
...tion at the time and place of their
...exportation to Canada, without any deduc-
...tion or discount for cash, or because of
...the exportation thereof, or for any
...other special consideration whatever. So
...help me God.

(Sworn or affirmed) before me this
day of 1881

Collector.

Declaration of the Owner, Consignee or Importer, required when the entry is made by any person other than such Owner, Consignee or Importer

I, the undersigned (name the owner,
...consignee or importer, as the case may be,
...a member of the firm of giving name)
...do solemnly declare that the within
...Bill of Entry contains a true account of
...the goods imported as therein stated,
...and whereof (name of the person or firm
...being owner, consignee or importer, as or
...the owner; that the invoice here-
...with produced is the true and only in-
...voice which (he or they, has or have)
...received or expect to receive of the said
...goods, and that the prices of the goods
...mentioned in the said invoice exhibit
...the fair market value thereof for con-
...sumption at the time and place of their
...exportation to Canada, that the said
...goods are properly described in the said
...invoice, and that no discounts or deduc-
...tions for cash, or because of the export-
...ation thereof, or for any other special
...consideration, have been made in the
...said invoice prices.

Signed at on the
day of 1881, in the presence of
Collector or attorney making the entry, or
in the presence of the peace or consul.

With or Affirmation of an Agent or Attorney
of the Owner, Consignee or Im-
porter

I (name of agent) do solemnly and
truly (swear or affirm) that I am the duly
authorized Agent and Attorney of (name
of the owner, consignee or importer), and

I have means of knowing and do know
that the invoice now presented by me of
the goods mentioned in this Bill of
Entry is the true and only invoice re-
ceived by the said (name of the owner,
consignee or importer) of all goods im-
ported as therein stated (for the or their)
account, that the said goods are prop-
erly described in the said invoice and
entry, and that the said invoice exhibits
the fair market value of the said goods
for consumption at the time and place of
their exportation to Canada, without deduc-
tion or discount for cash, or because of
the exportation thereof, or for any
other cause whatsoever, and that nothing
has been on my part, nor to my knowl-
edge on the part of any other person,
done, concealed or suppressed whereby
Her Majesty the Queen may be defraud-
ed of any part of the duty lawfully due
on the said goods, that any goods in-
cluded in this entry as paying a lower
rate of duty for a specific purpose than
would otherwise be chargeable thereon
are to be and will be used for such
specific purpose only, and I do further
solemnly and truly (swear or affirm) that,
to the best of my knowledge and belief,
the said (name of the owner, consignee or
importer) is the (owner, consignee or im-
porter, as the case may be) of the goods
mentioned in this Bill of Entry. So help
me God.

(Sworn or affirmed) before me this
day of 1881

Collector

Oath or affirmation of an Owner, Consignee, Importer or Agent, entering Goods without Invoice.

I, do solemnly and truly (swear or affirm)
that the within Bill of Entry contains a true
account of all the goods imported for me
or on my account, or on account of
for whom I am authorized to
enter the same, in the
whereof
is Master from
that the Bill of Lading
now produced by me is the true, genuine
and only Bill of Lading by me received
of the said goods; and that I have not
received, and do not know of any invoice
or other account whatever having been
received of the said goods, I do further
(swear or affirm) that if I hereafter dis-
cover any other or greater quantity of
goods than is contained in the entry
aforesaid, or receive or obtain a knowl-
edge of any invoice of the whole or any
part thereof, I will immediately report
the same to the Collector of this Port. I
also (swear or affirm) that nothing has
been concealed or suppressed in the en-
try aforesaid whereby to avoid the pay-
ment of the duties imposed by the
laws of the Dominion of Canada; and
that all matters are justly and truly ex-
pressed therein to the best of my
knowledge and belief. So help me
God.

(Sworn or affirmed) before me, this
day of 1881

Collector

Declaration to be made by the Foreign Owner of any goods shipped to Canada on consignment.

I, of
do solemnly and truly declare that I am
(a member of the firm (giving the name)
when not the individual owner) the owner
of the goods mentioned and described in
the annexed invoice, shipped on con-
signment to (name of the consignee) at
in Canada; that the said
invoice contains a full and true state-
ment of the fair market value for con-
sumption of said goods at the time and
place of exportation thereof to Canada,
including all costs of inland transporta-
tion and expenses from the place of
growth, production or manufacture,
whether by land or water, to the vessel
in which shipment thereof is made direct
to Canada; that no deductions have been
made from such fair market value, by
reason of any bounties or drawback that
may have been or are expected to be al-
lowed or paid on the exportation of said
goods, or on account of any exemption of
said goods from any Royalty payable upon
patent rights; and that no different
invoice thereof has been or will be fur-
nished to any one by me or on my be-
half.

Signed and declared before me at
this day of 1881

Consul.

Oath or affirmation of the Consignee of goods transferred on a Removal Entry from one Port to another, and there Re-warehouse.

I, of
do solemnly and truly (swear or affirm)
that I am (a member of or duly authorized
agent of the firm of (giving name) as the
case may be) the Consignee of the goods
described in the entry delivered by me
to the Collector of this Port, and that
said goods are the identical ones men-
tioned in a "Removal Entry" made at
the Custom House at (name of Port from
whence transferred) by (name of person
making removal entry) on the
day of 1881, numbered
, and that the said goods are the
same in quantity, quality, value and
package, as therein stated

Sworn (or affirmed) before me
at the Port of this
day of 1881

Collector.

JOHN J. McGEHE,
Assistant Clerk, Privy Coun. Ill

DRAWBACKS

The Canada Gazette of Saturday con-
tains a *Notice in Council* on the subject
of drawbacks on imported articles. It is
as follows:—

His Excellency the Governor General
in Council, under authority of the Act 40
Vic, chap. 19, sec. 13, has been pleased
to order, and it is hereby ordered, that
subject to the usual regulations and re-
strictions governing the payment of draw-
backs on imported articles used in the
manufacture in Canada of goods exported
therefrom, and to such further regula-
tions and restrictions as are hereinafter
named; there may be paid to the man-
ufacturer of any good manufactured by
him in Canada and exported therefrom a
drawback of the duty paid upon any
articles of foreign manufacture used as
materials wrought into or at-
tached to any goods manufactured in
Canada and exported therefrom; pro-
vided always that when articles of
foreign manufacture are so used
and a drawback claimed thereon, it shall
be shown to the satisfaction of the Hon-
the Minister of Customs that such im-
ported articles are of a kind not
manufactured in Canada, and that no
other articles manufactured in Canada
could be substituted and used in the place
thereof in the manufacture of such grade
of manufactured and exported; the proof
whereof shall consist in part of the sworn
testimony of the claimant of such
drawback in the form hereto annexed:—

The exportation shall have been made
and claim substantiated within two years
from the date of the importation of the
articles on which drawback is claimed
Form -1 of do solemnly
and truly swear that the following named
articles of British or foreign manufacture,
viz

were used as materials wrought into or
attached to the named in the ac-
companying claim for drawback, and that
they are of a kind not manufactured in
Canada, and that no other articles are
manufactured in Canada that could have
been substituted and used in the place
thereof and that the said articles of
British or Foreign Manufacture so used
were imported into Canada and duty paid
thereon at the port of within two
years from the date of the exportation of
the said to wit, on the day
of 1881 as per entry No.
that such articles were so entered at the
value of \$ and duty paid thereon
amounting to the sum of \$

WEIGHTS AND MEASURES ACT.

On the recommendation of the Hon-
the Minister of Inland Revenue, His
Excellency and with the advice of the
Queen's Privy Council for Canada,
has been pleased to order, and it is
hereby ordered, that part B of the Order
in Council passed on the 6th January,
1880, making regulations respecting the
inspection of weights and measures be
and the same is hereby cancelled, and
the following substituted:—

"1. Verification and stamping of
weights, measures and weighing ma-
chines on the premises of the manufac-
turer and their removal therefrom.

"2. The article shall bear the name of
the maker and a consecutive shop num-
ber or other marks whereby it may be
designated for identification, with the
certificate of verification.

"3. For the first verification and
stamping of weights, measures and
weighing machines at the place where
they are manufactured, the fees may be
paid at once, or payment may be post-
poned for such period not exceeding
three months as the Minister of Inland
Revenue may authorize, sufficient se-
curity being taken for the payment
thereof at the time stated in the Depart-
mental Regulations under which the
delay is granted.

"4. When a manufacturer of weights,
measures or weighing machines desires
to remove any of the products of his
manufacture to the premises of any
dealer in such articles without submit-
ting them for verification, he may do so
on the following conditions:—

"(a) They shall bear the name of
the maker and a consecutive shop num-
ber or other marks by which the articles
may be identified.

"(b) If packed, the package
shall bear the 'shop num-
ber' or other marks by which
the articles may be identified, the name
of the manufacturer, and the word 'un-
inspected.'

"(c) The manufacturer shall notify
the Inspector of the division from which
the un-inspected articles are sent of such
removal, on a form which will be sup-
plied by the Department."

ERIE VS. WELLAND CANAL.

The Dominion Government, at an ex-
pense of about \$19,000,000, has nearly
completed the work of improving the
Welland Canal through which its ca-
pacity will be greatly increased. A Buf-
falo exchange, in alluding to this sub-
ject, says:—

That with the facilities at Montreal
and Quebec for the handling of grain,
14,000,000 bushels a week may be kept
moving through the Welland Canal, and
steamers carrying 70,000 to 90,000 bush-
els, with consignments of similar capacity,
can make the trip from Chicago to Montreal
in eight days. This would also bring
about a revolution in western bound
freight, cheapening it so that it would
find its way into the interior of the
United States and Dominion by the St.
Lawrence routes and imports to Canada

would no longer come by the way of
New York. The cost of transporting a
bushel of wheat from Chicago to Liver-
pool, via the Canadian route, as com-
pared with the Erie route, is estimated
as follows:—

Cost via St. Lawrence
From Chicago to Montreal, per
bushel of 60 lbs. 50
From Montreal to Liverpool, 110

Cost via Erie Canal
From Chicago to New York, 85c
New York to Liverpool, 110

The difference in favour of the Cana-
dian route will thus be at least 35c per
bushel.

Time by St. Lawrence Route
Chicago to Liverpool, via Mon-
tral 20 days

Time by Erie Route
Chicago to New York, 18 days
New York to Liverpool, say, .. 12 "

A difference in favour of the Canadian
route in time of 4 days.

At Port Colborne the enlargement is
through dense rock, all under contract
work of Messrs. Hunter, Murray &
Cleaveland, of this country.

In this, the State of New York, and
especially the commerce of this port and
that of the interior cities of the State,
are very directly interested. It is an
admission as to our duty if we still
hope to retain the trade which has been
secured to us in the past, through the
outlay of large sums of money. The
plain question is now presented to the
people of this State, as to whether they
will, without a restraining effort, see the
supremacy of trade diverted from their
own to foreign territory, or come
forward, and by a judicious outlay so im-
prove our canals as not only to retain
the trade heretofore enjoyed, but to
attract business from a still wider sec-
tion of the West. New York, it is true
has advantages that offset, to a consid-
erable degree, the inducements of reduced
rates and quicker time offered by the
Canadian canals and St. Lawrence river
in reaching foreign markets. Yet the
best time to checkmate that, which in
time might attain to the status of a
formidable rival in the carrying trade,
is before it has secured a hold upon the
business it seeks to control. With an
improved canal, such as modern engi-
neering experience can suggest, New
York need have no fears as to its future
control of the inland commerce of the
country; while, without such an im-
provement in our present facilities, a
large share of the trade heretofore con-
trolled by our merchants will be diverted
to a foreign port.—New York Indicator

LAKE VESSELS CONSTRUCTED OF IRON.

A Buffalo correspondent of an eastern
paper writes that the growing scarcity
of timber suitable for vessel construction
has made it necessary to prepare for a
change from wood to iron. The machi-
nery at Buffalo is not suitable to carry
on the work profitably. Detroit parties
entered into the business two years ago,
and built several fine iron propellers for
this port. They demonstrated the superi-
ority of iron, and showed other build-
ers that, if they would retain their trade,
they must add this branch of work to
their business. The leading shipbuilding
firm of Buffalo now has an agent in
the east making the necessary purchase
of machinery, and in a short time will
begin the construction of one of the
largest freight propellers on the lakes.
Cleveland is also moving in the matter,
and will soon have all the appliances for
this work. Everything at Buffalo is
favourable for the success of the under-
taking. The iron can be laid down as
cheaply as at any other point on the bank
of the river, while the skilled labour and
supplies of all kinds can be readily ob-
tained. It has been found that an iron
vessel 250 feet long, of 36 feet beam and
15 feet hold, and weighing 800 tons,
will carry 2,000 tons of freight, while a
wooden vessel of the same capacity
would require 275 feet keel, 39 feet
beam, 17 feet hold, and would weigh
1,400 tons. Thus there would be extra
power required in propelling this 600
tons more of dead weight, while the two
feet additional draft would constitute
another disadvantage. The ordinary re-
pairs of an iron vessel during the first
ten years of her running would be about
\$10,000, and she would rate A 1 at the
end of that time. The expenditure on a
wooden vessel for the same period would
approximate \$25,000, when she would
rate A 2. The second ten years would
still further decrease the value of a
wooden craft, and show no material
alteration in the condition of the iron
craft. The capacity of an iron boat of
the same gross tonnage as a wooden one
is found to be from 25 to 33 per cent.
more. Here, then, is a saving in power,
a decrease in expense for repairs and in-
surance, and increased earnings from
larger cargoes. Nothing would more
clearly show the absurdity of our ton-
nage rule than the fact that there are
iron workers and ship owners who think
that 100 cubic feet of space in the hold
of an iron vessel is actually more than
100 cubic feet of space in a wooden ves-

sel, although both are measured by the
same rule, 100 cubic feet of air space
making one ton of vessel under the law.
One of two things is certain: either
shipowners or shipbuilders are lament-
ably ignorant, or there has been fraud in
the measurement. We use the term
"iron workers" understandingly—
meaning engineers, whether civil or
steam, or boiler makers are not ship-
builders, and therefore the less they har-
row about the difference between
wood and iron vessels the better it will
be for them, when this humbug is fully
exposed. If shipowners on the lake
or elsewhere, would introduce iron and
supplant wooden vessels, we say well
but let it be done systematically. If
they are about to introduce machinery
let it be for building the vessel first, and
then for the engines. The present rule
of thumb mode of getting a pair of
shears, a punch and a small engine for
working them, and calling it machinery
for shipbuilding has gone far enough.
The iron plates for steamships and steam
boilers should be rolled, punched and
counter sunk when hot, the edges being
so thickened that the 42 per cent of loss
by rivet hole is restored by thickening
the edges and ends of the plates, making
both the shell of the vessel and boiler
equally strong in all their parts. This
improvement is now available, and both
strengthened and cheapened construction
when the plant is furnished. This mix-
ing up displacement and capacity ton-
nage, this indulgence of self delusion, is
unworthy of the counting house or the
machine shop. We have no apology for
voicing our views. They will speak for
themselves as long as trees grow. But
timber is too valuable to be used for
large vessels. The country will be de-
nudated of timber quite soon enough for
other purposes, but whether of wood or
iron, vessels should be built with a view
to economy. The frames of wooden
vessels should be bent to form one
length from keel to rail. If built of
iron, the plates should be worked hot,
making a stronger and more capacious
vessel, and one that will cost less for
labour by at least 50 per cent. The first
outlay in obtaining the plant will yield
a profit of a hundred fold, as it is as good
for 100 as for one vessel.—North-Western
Lumberman

THE LATE MEDICAL ELECTION.

Under the above caption the Ottawa
Citizen publishes the following letter:—
In the interests of fair play and
justice, I beg that you will give me
sufficient of your valuable space for the
following remarks, in reference to the
late election of a representative of the
Hathurst district to the Medical Council
of Ontario. I have been shown an
article in the Central Canadian of the
10th inst., commenting on the election
of Dr. Cranston, of Arnprior, which I
cannot but characterize as unfair, un-
manly, and, through insinuation, un-
truthful. I do not know Dr. Killock
personally or otherwise, and admit the
fact though perhaps not to know him
may be to argue myself unknown. He
may possess all the qualifications of
"skill and ability" with which the
Central Canadian credits him, but it is
silly, even on the part of that un-
usually accomplished and uniformly well-
informed man, a country journalist, to
reply, in the face of the vote of 65 out
of an electorate of seventy-seven good
judges, that Dr. Cranston does not
possess those qualifications. The Central
Canadian attempts to make little of the
selection of Dr. Cranston for the pos-
sition by hinting that it was partly due
to sympathy for him for having been
defeated in his last year's contest with
Dr. Kostyn. Now, let me remind your
readers that Dr. Kostyn's majority on
that occasion was simply one, and your
correspondent knows of one individual
whose vote would have made a tie but
for the influence of friendly associations
from boyhood with the regretted de-
ceased. In the face of such a defeat it
is not to be wondered at that Dr.
Cranston should, on the present occa-
sion, have secured so overwhelming a
majority of votes. Dr. Cranston is a
reserved man—one who does not make
any display of his acquirements and
talents—but he is one who will fill
efficiently, and with dignity, the pos-
sition to which he has been elected by an
intelligent and educated body of gentle-
men, who may, at least, be supposed to
know their own business.

The Roman Pantheon is at last to be
freed from the many modern edifices
built up against it. Proposals for
their removal have been under discus-
sion since the very commencement of
this century; but difficulties hitherto
insurmountable have always stood in
the way. Finally, however, the present
Minister of Public Instruction, Signor
Bacelli, has ordered the work of isolation
to be commenced forthwith, and, to in-
vest his order with greater solemnity,
signed it on the anniversary of the found-
ation of Rome.

Russia is very backward in postal
intercourse. While in England 30, in
Germany 14, and in France 13 letters
are transmitted per annum per head
of the population, in Russia the number is
under one per head. This is attributed
partly to the knowledge that in Russia
letters are opened in the most unscrupu-
lous manner. There are towns in Russia
where a postman only delivers letters
once a month, and in some of the largest
provincial towns there is only a post
twice a week. At present the gross
revenue from the post amounts to 14,
000,000 roubles, which just covers the
expenditure.

SPIRIT OF THE COMMERCIAL AND INDUSTRIAL PRESS.

IMPORTS OF WHEAT INTO GREAT BRITAIN

(Baltimore Journal of Commerce.) The constantly increasing dependence of the United Kingdom upon other countries for her breadstuffs is well known to all. But there are probably comparatively few who fully appreciate the magnitude of the annual imports of wheat into that country. By many it is supposed that it is only within the past five years that it has been necessary for Great Britain and Ireland to draw so largely upon other countries, and with this belief they look for a large fall-off in the exports of wheat from the United States as soon as England is again blessed with good crops. An examination of the annual imports into Great Britain will, however, show that the dependence of that country upon others for wheat has not been a spasmodic growth of the last five years, but a steady annual increase extending over nearly half a century. In 1834, the imports of wheat into Great Britain and Ireland amounted to 133,991 quarters, of which 14 per cent. was from Germany, while Denmark furnished about 9 per cent, and neither the United States nor Russia supplied a single bushel. In 1836 Russia exported to Great Britain 1,036 quarters or .06 per cent. of the imports into the latter country; and in 1838 the United States shipped to the United Kingdom 553 quarters or .04 per cent. of the entire imports. By 1840 the imports of wheat from the United States had risen to 73,785 quarters, while in the same year the amount received from Russia was 268,293 quarters and from Germany 1,163,061 quarters. For the seven years ended 1840 the total imports of wheat into Great Britain were 6,689,636 quarters, of which 78,978 quarters or 1.2 per cent. were from the United States, 693,576 quarters or 10.40 per cent. from Russia, 3,820,217 quarters or 57.3 per cent. from Germany, 5,403 quarters from Egypt, 280,488 quarters France, 608,268 quarters from Denmark, and the balance from other countries. During the decade 1841 to 1850 the imports of wheat into the United Kingdom increased quite rapidly, and in one year (1847) 15.9 per cent. or 523,819 quarters were from this country. The total imports into the United Kingdom for the ten years were 22,803,367 quarters, or nearly three times as much as for the preceding ten years. Of this amount the United States furnished 1,157,213 quarters, equal to 5.07 per cent.; Russia 3,261,178 quarters, or 14.7 per cent.; Germany 9,000,267 quarters, or 39.5 per cent.; British North America 562,760 quarters; Egypt 628,169 quarters; France 2,281,122 quarters; Denmark 1,291,265 quarters; and the balance scattered. Thus, comparing the percentages of the ten years ended 1850 with the seven years ended 1840, the United States exhibits an increase from 1.2 per cent. to 5.07 per cent.; Russia 10.4 to 14.7 per cent.; while Germany, although having largely increased the total amount, yet decreased in the percentage of the whole from 57.3 per cent. to 39.5 per cent. The following decade, 1851 to 1860, witnessed a rapid increase in the importations of foreign wheat into Great Britain and Ireland, and for that period the amount was 171,257,770 cwt., equal to nearly 37,000,000 quarters. The largest increase from any country was credited to the United States, the imports from here being 26,548,339 cwt., or 15.5 per cent.—a gain of nearly 300 per cent. as compared with the preceding ten years. During the ten years under review Russia supplied the United Kingdom with 31,625,606 cwt., while Germany furnished 44,667,813 cwt.; Egypt, 16,475,042 cwt., France, 18,162,476 cwt., and Denmark, 11,163,411 cwt.;—the balance being made up of small amounts from various other countries. The ten years 1861 and 1870 marked a turning point in the wheat trade, and the United States pushed forward in prominence as the largest shipper of wheat to Great Britain. Previous to that decade the amount of wheat exported from this country was comparatively small; but during that period the United Kingdom bought of us 81,069,425 cwt., against 50,455,615 cwt. from Russia, 61,241,283 cwt. from Germany, 16,531,292 cwt. from British North America, 13,272,161 cwt. from Egypt, 9,594,524 cwt. from France, 6,295,992 cwt. from Denmark, and 31,071,314 cwt. from all other countries. The percentages of the total for the ten years show that of the imports 20.5 per cent. was from Germany, against 21.6 per cent. for the preceding ten years; 27.1 per cent. from the United States, against 15.5 for the preceding ten years; and 26.9 per cent. from Russia, against 18.5 per cent. Thus, the United States took the first position, followed by Russia, while Germany came third—having lost the first position, which she held for a quarter of a century. The aggregate imports of wheat into Great Britain and Ireland during the ten years—1861 to 1870—were 298,551,000 cwt., or over 62,000,000 qrs, against 37,000,000 qrs for the preceding ten year period. In 1871 Russia furnished the United Kingdom with 15,554,000 cwt., against 13,388,122 cwt. from the United States, and in the following year the exports from Russia to Great Britain and Ireland were 17,855,653 cwt., being the largest amount ever received from the former country by the United Kingdom during any one year. In the same year the imports into

Great Britain from the United States were 27,100,000 cwt., less than half as much as was received from Russia. After 1872 there was, however, a rapid decrease in the percentage of imports from Russia and a corresponding increase in the percentage from this country, until 1880 when the percentage of imports from Russia was 5.22, against 5.58 from the United States—the former country thus showing a decline from 12.4 per cent. in 1872 to 2.2 per cent. in 1880, while the latter country increased from 21 per cent. in 1872 to 25.1 per cent. in 1880. In the meantime Germany had almost ceased to be a factor in the trade, and only 2.91 per cent. of the total imports in 1880 came from that country. For the ten years ended December 31, 1880, the aggregate imports of wheat into the United Kingdom were 481,775,414 cwt., or about 800,000,000 bushels—being average annual imports for the ten years of 48,177,541 bushels. Of this amount the United States supplied 338,178,170 cwt., or 47.8 per cent.; Russia 98,343,123 cwt., or 20.4 per cent.; Germany 35,884,651 cwt., or 7.45 per cent.; British North America 32,717,703 cwt.; Egypt 15,444,111 cwt.; France 7,568,128 cwt.; Denmark 2,677,736 cwt., and other countries 59,555,794 cwt.

THE ALLAN BANQUET.

(Journal of Commerce.)

The banquet to Sir Hugh Allan and Andrew Allan came off on the 12th inst., and was quite as successful as we had ventured to anticipate. We can only afford space for a brief notice of the speeches. The Consul General of the United States was as usual most hearty in his cordial expressions of amity towards Canada. It is most satisfactory to be assured that in every sentiment of good will towards us the Consul General is the truthful representative of his countrymen. He referred to the efforts made in both countries to cheapen and facilitate transportation between the Great West and the seaboard, and pointed out that whatever point the product of the West reaches the coast, exactly at that point the Allans will load their ships. Sir Hugh Allan, of course, made the speech of the evening. He referred to the unfortunate circumstances which attended their first attempts as pioneers of steam navigation on the St. Lawrence, and to the success which finally crowned their efforts. He acknowledged the assistance and encouragement they had received from the various Governments, and the support and sympathy of the public. Referring to a remark made at the Halifax banquet, that the time had arrived when he might "rest and be thankful," Sir Hugh said that, although thankful, rest was not likely to be his lot. Owing to the nature of their business, if not progressive, they must be going back. In steamship building constant changes and improvements are going on, and "if we expect to maintain our position, we must, as far as circumstances will permit, keep in the foreground." This, he said, had necessitated the building of the *Parisian*, which seems to be as near perfection as can be obtained at present. Sir Hugh then referred to the great improvements made in recent years by the deepening of the channel, and the more perfect lighting of the river and gulf, which have rendered it possible to navigate such vessels as the *Parisian* to Montreal with comparative safety. This led to an allusion to the position occupied by the late Hon. John Young in reference to the deepening of the channel. He, as was well known, was entirely opposed to Mr. Young's views in that matter; indeed he said, "we differed not only on that but also on almost every subject." Sir Hugh, while thus condemning Mr. Young's views, did justice to his intentions, and acknowledged that "there was no subject he had more at heart than the welfare and prosperity of Montreal," however mistaken he might be in the plans he adopted. He then said that he had been told that there was a scheme on foot to erect a monument over his grave, and that he would willingly contribute to it. It may not be out of place here to notice briefly the old controversy which took place some thirty-five years ago, regarding the improvement of the channel. Although in later years the Montreal Harbour Commissioners have been compelled to assume the work, it was originally undertaken by the United Province under the Board of Works, then presided over by the late Hon. H. H. Killaly, C.E. The question arose whether the old crooked channel through Lake St. Peter should be improved, or a new straight cut made through the lake. Mr. Killaly took great pains to obtain the best advice on the subject, and applied to Captain Bayfield, R.N., and Captain Beaufort, R.N., both of whom stood high in the estimation of the Admiralty, and had been engaged in surveying and preparing charts for the Board, among others of Lake St. Peter. The opinion of both these eminent scientific naval officers and also of Mr. Rendell, an eminent civil engineer in England, was decidedly in favour of the straight channel, and Mr. Killaly himself was likewise favourable to that scheme. After some progress had been made in the work a formidable opposition was organized, and a report of a Committee of the House of Assembly was obtained favourable to the present channel. The late Captain Armstrong, who acted in concert with Mr. Young, had great influence with the lower Canada members, and although Captain Bayfield was requested to come to Canada and make a report after personal investigation, his opinion in favour of the straight channel

was entirely opposed to Mr. Young's views, and there are many who cling to the opinion that a serious mistake was made in not adhering to the original plan to divert to St. Hugh Allan's passage. The New York and Boston mail boats, which started to the size of their ships, while, by the quadrupling of their cargo lines and the removal of tolls they were vigorously competing with us. There was however no reason to doubt that we could compete with them successfully. Mr. Andrew Allan also returned thanks and made some happy remarks as to the friendly demonstration from his father merchants and shipowners, the latter his constituents in harbour representation and friendly rivals in trade. Speaking for them and for himself he said to the merchants that they must find the traffic for the tonnage provided by the ship owners. "If we bring steamers to Montreal it is for you to give the passengers and cargo."

THE DAY OF STRIKES.

(Monetary Times.) The disturbance in the labour market in the form of strikes, now very general, was sure to come with a return of industrial activity. When, as at present, wages are in the ascending scale, concessions have to come from employers, when wages are in the descending scale, concessions have to come from the workmen. The extent of the concession forms the subject of dispute, where the equity of readjustment is admitted, and where the cause for a change is not recognized, resistance of the demand is absolute. In some cases the scale of wages is altered by mutual consent, without even the menace of a strike, and it would be well if the practice were more common. Seldom do employers offer a rise of wages before it is asked, and more seldom do workmen propose an abatement of wages when profits no longer justify the payment of the old rate. This comes of each party looking almost exclusively at one side of the question, as is natural and almost inevitable. Still, as both parties are required to consent to any change in the rate of wages, a timely concession would sometimes avoid much ill-feeling and positive loss. A strike may sometimes be necessary to secure to workmen fair wages; but it can never be justified till negotiation has been exhausted. A demand for higher wages accompanied by the threat of a strike, in the first instance, is a rough mode of proceeding which no consideration can justify. The reserved power which the workman has of refusing to sell his labour, except on certain terms, is always known to exist; and reference should never be made to it, unless all avenues of accommodation are closed. The difference in nominal or money wages in different places is sometimes misleading. Wages, in many callings, are higher in New York than in most other American cities; and yet there must be some compensations which account for the difference. The cost of living, at different places, varies, as well as the rate of wages. The best workmen seek the great cities, and on the score of quality they are worth more than inferior hands. The lure of higher nominal wages, when it causes a movement of workmen, sometimes leads to disappointment. The excess in wages is swallowed up by the higher scale of living expenditure. On this account, it is necessary to look before leaping. The effects of some strikes extend beyond the circle of employers and employed to the general public. In one case, this is true of all strikes, because the rate of wages has a direct bearing upon the cost of production; but a strike of railway employees puts an end at once to travel and traffic on the particular line affected. A cotton mill may close down and nobody be inconvenienced except the workmen and the mill owner; but a strike of railway hands interferes at once with the convenience of the public. It is hard for the public to be made the victim of a quarrel between a railway corpora-

tion and its employees, and though the latter stake cannot be interred with it, it should be remembered that the public has rights which ought to be protected. So long as the relation between capital and labour continues what it is, strikes will occur from time to time, and the only thing that can be done is to minimize the inconveniences they occasion. It is possible that the existing relation between capital and labour is not destined to be permanent, and that co-operation in some form will supersede the present arrangement. But that is in the future. At present, we have to face the fact that strikes are recurring in numerous occupations both in Canada and the United States, and we can only advise mutual forbearance and moderation. Canada lies at some disadvantage when wages commence to be in the ascending, for the movement always commences first in the States. There, in the ups and downs of prosperity and adversity, they always move before us. It does not follow that because wages go up in the States 50-day employers of skilled labour can afford to submit to a similar rise here. But submit they must, or lose their hands, for in these days of facile travelling it is a small matter to cross the frontier. When wages are in the descending scale in the States, Canada has the advantage; because the true time for the descent comes later here; and then labour moves in the other direction and bears down the rate of wages, by sympathy and competition. Such is the effect of our position on the continent. And to-day, while we are getting the worst of the bargain, it seems small satisfaction to reflect that there is in store for us a compensation which may be reached after the lapse of an uncertain number of years.

A QUESTION OF TIME.

(New York American.)

The *Times*, of New York, which is very free in asking questions, but very slow in answering them, wants to know what it is to think of a tariff for Protection which, after "half the lifetime of a generation," leaves this hoop iron industry so weak as to fear English competition under the rullage of the Treasury? Will the *Times* be pleased to tell us how many years it will take to equalize the condition of an English industry which employs girls in making hoop iron and an American which employs men? Nor are we aware that any Protectionist has ever maintained that an industry can be thoroughly naturalized in half the lifetime of a generation. They have more commonly put the case at the lifetime of three generations. That or more was required by each of the great English industries whose representatives are now preaching Free Trade to the world. English shipping began to attain its greatness under Cromwell's navigation laws, which were in force during our own century. English iron was and woollen goods were protected from the seventeenth until well into the nineteenth century. The English cotton manufactures were developed under the protective laws enacted between 1700 and 1786, and completed in 1774—laws which prohibited the importation of the most important classes of those goods from their own dependencies in the East Indies, and which were not even lowered until 1819. There is not to-day a great manufacture competing for the markets of the world which does not owe its very existence to Protection maintained in its behalf for three, or at least two, generations.

TELEGRAPHY, BRITISH AND CANADIAN.

(Monetary Times.)

Some people among us who do not, we presume, know better, appear to be impressed with the manifold superiorities of the English system of telegraphy, and to the facilities afforded the people of Great Britain by the governmental supervision of telegraphs. It is very true that the British Blue-book figures for 1880 show well for that country, for the number of postal telegraph offices has increased to 5,331, and the number of messages transmitted to 26,347,127. But we in Canada can already show proportionately better facilities for the public in the way of electric communication than our English friends. It is stated in a letter to a contemporary, signed "H. P. D., that the Montreal Telegraph Company alone has more than three times the number of offices in this country relatively to the population than have yet been provided in Britain. The mileage of wire is relatively much greater, and the number of messages sent was almost double that of Great Britain in proportion to population. If we add the Dominion Telegraph Company's wires, and the others in the Maritime Provinces, the comparison will be still more favourable to Canada. At the close of 1880, there were in Canada 25,000 miles of telegraph wire 1,850 offices, despatching 2,324,500 messages. That we are better situated, therefore, relatively to population, than the British public the following statement will prove:— Great Britain..... 1 office to each 5,200 persons. Canada..... 1 office to each 2,400 persons. Showing that this country has more than twice the number of offices in proportion to population that the British have. In extent of wires, too, Canada surpasses the motherland:— Great Britain..... 1 mile to each 376 persons. Canada..... 1 mile to each 123 persons. "And all this, it should be understood," continues the letter which we

have above-mentioned, is in a country of greater distance and sparsely settled routes, where there is no great population engaged in business and industry. The fact is, that Canada is second to no country in the world in regard to its telegraph system, taking into account the extent of its lines, the facilities afforded the people, and the charges. I do not call attention to those matters for the purpose of being paid to the English system, but simply in justice to our own, which is the result of private enterprise, and of which the Canadian need fear comparison with other countries in any respect."

That Mr. Dwight, of the M. T. Company, who is manifestly the writer quoted, knows whereof he speaks in matters pertaining to telegraphy no one in Ontario will doubt. It may be well to consider more fully the relative cheapness of such communication. In Britain, it is true, twenty words can be transmitted for 25c, a distance of, at the most, 500 miles. In Canada a message of ten words can be sent 1,200 miles for 20c, with 1c charged for each additional word. This renders our tariff for large despatches lower, absolutely as well as relatively, than the English one, for a message of fifty words costs the Englishman 12 cents where it costs the Canadian 9c even if sent double the distance. Then the British minimum rate, on the same principle as postal rates, is one shilling sterling. In the Dominion, between places twelve miles apart or less, telegrams may be sent for 15 cents, and at night a system is adopted whereby still lower rates are charged for transmission through the night and delivery next morning. It is important to remember, besides that Canadian telegraphs pay, at the same time that they give satisfaction to their patrons. That like cannot be said of the English system worked by the Government, is tolerably clear from the endless complaint and criticism made in that country upon the administration of the telegraph by John Bull. It has been the subject of satire even by Punch in the following paragraph:—"The telegraph monopoly, popularly known as the post office, is proving, if any proof were needed, that no Government can be trusted. Tory, Conservative, Liberal or Radical, all are alike when the law gives them, or leads them to believe it has given them unlimited powers as traders. The so-called post office having made a bad and imprudent bargain with the telegraph companies, is determined to bury invention and earn an evil reputation as the champion of everlasting stagnation. The impertinent inventors of the telephone have been made aware of this in a court of law, and are now made even more bitterly aware of it in their subsequent negotiations with the Government. They are told that they are to be taxed and that their radius must be limited. "Because the Government wasted ten millions of money in 1860, the telephone company may carry their wires to Stoke-Pogis and no further. The 'cock-a-doodle-doo' policy is one department of Government necessitated a money-grabbing policy in another. It is this Government, that Government, or any Government had bought the water companies, half of the kingdom would have been dying of thirst. And if they had bought the stage-coach interest, railways would never have been built, or if built would have been allowed no further than Hampstead or Camberwell." We in Canada are not hampered in any such way in our telephone communications, and the result is that, as we lately showed, we do more business by telephone than our old country friends are permitted to do. We may therefore be pardoned if we decline to look with any favor upon the suggestion that Government shall acquire and work our telegraph wires. Private companies can do such things better, at least that is the opinion on this side of the Atlantic. Bridgewater, in England, must be a healthy town, judging from the fact that there are no fewer than 123 papers in the union whose ages range from 80 to 97. The area of the United States is 3,603,584 square miles. The New Census returns are not yet complete; but, from a careful calculation, the population is believed to be 48,500,000, exclusive of 300,000 Indians. The process of instantaneous photography as perfected recently in London, and in this country by Rockwood, has resulted in many changes in the mode of taking ordinary photographs, and has enlarged the field of photography by bringing within it the work of picturing objects in motion. No matter how animated a scene, it can be photographed as easily as a tableau. A ball-room with dancing going on, the musicians adding, people talking, laughing and yawning can now be photographed with ease. Rogers, the sculptor, has used the process to take pictures of athletes struggling. The men struggle without any thought of the camera, and when they get through there are a half dozen pictures of the men in positions which struck Rogers as effective. Horses trotting and cows grazing are easily taken. One taken represents five pigs feeding. One old fellow scratching his back at a gasp stolidly at the camera. A cat and her kittens make a pretty group.

TORONTO PRICES CURRENT.

Table of Toronto prices current, including Groceries, Fruits, Meats, and various household goods.

Table of various commodities including Oils, Paints, Hides and Skins, Leather, Produce, and Boots and Shoes.

WEEKLY REVIEW.

Weekly Review text starting with 'Toronto May 25th, 1881. We have had beautiful weather for the past three or four days...'.

CHEAP COFFEE FROM ONE CENT UP.

Text discussing coffee prices and quality, mentioning 'What is ground coffee worth?' and 'The San Francisco Journal of Commerce...'.

THE HARDENING OF IRON AND STEEL.

Text discussing the hardening of iron and steel, mentioning 'American Mechanist' and 'The last number of the Russian Technological Review...'.

DOLLAR MARK.

Text discussing the dollar mark and its historical context, mentioning 'The dollar symbol (\$) is variously accounted for...'.

Text discussing the Asahic birthplace and the concrete embankments in the Hebrew poets.

Text discussing the married ladies this season in London, listing names like Lady Longdale and Lady Lauderdale.

Text discussing the latest result of the counting process at Albany, mentioning the twenty-five State Senators.

Text discussing Her Majesty's birthday and the death of two members of the royal family.

Text discussing an amusing story reaching us, mentioning a noble lord and a dinner given at his house.

Text discussing Archdeacon Denton, mentioning his charge at Taunton and his views on the Church.

Text discussing the correspondent of the Paris Telegram, mentioning St. Petersburg and the movements in the palace.

Advertisement for Windsor Hotel, Newcastle, L.D., mentioning 'Dinner, Proprietor. New house and new furniture throughout.'

Advertisement for Danwell House, Cobourg, mentioning 'This hotel is in the centre of the town, next to Town Hall and close to the Station. Terms \$1 per day. Commodious Sample Room.'

Advertisement for Castorine Machine Oil, featuring the Castorine logo and text 'CASTORINE MACHINE OIL... NONE GENUINE UNLESS BRANDED'.

Advertisement for The Wool House, Winans & Co., mentioning '13 Church Street, Toronto, Recognized as Manufacturer's Headquarters'.

Advertisement for Dundas Cotton Mills Co., Dundas, Ont., mentioning 'Manufacturers of Grey Domestics, Tickings, Denims, Checked and Striped Shirtings, Cotton Bags, Warps, Yarns, Etc.'

Mining News.

The Coal Boom.

The shipment of coal from this port has commenced this season with renewed energy. During the season of 1891 coal miners will be called on to exert every energy to supply the demand. We are happy to be able to state that the coal companies, the Halifax, is making every exertion to supply its former customers, and will in a few months be raising coal from its new mines at as large a scale as it did last year from the old Ford and Cago pits. This company has done wonders in developing its previously unworked seams, having now three new mines almost ready to produce some thousand or more tons daily. With the coal companies of Westville, Stellarton, and the Vale exerting every nerve to supply a steady and increasing demand, Pictou county can look to the future with great confidence; can anticipate material—and consequently intellectual and moral—progress. And yet there are people so demented as to ask this county to destroy this hopeful state of affairs, and for party greed and private ambition to deliberately strangle the mines and other industries flourishing well at present. No one doubts that the National Policy is the cause of prosperity at our coal mines—that the markets given by it are the reasons why our companies are called on to renew their efforts. It is true, unfortunately, that there are persons who, in their political hatred and jealousy, would sacrifice the National Policy, our mines, and every budding industry in the land. However, not more than a corporal's guard of them can here exist, for the people of this section of the Dominion cannot be so blind or so reckless as to make any mistake in a matter so vital to them. The Liberal Conservative party have well vindicated their pre-election promises. We do not wish to go a thousand miles for example—we are willing to let our home, our Pictou, industries stand witness.—Pictou Standard.

GOLD MINING.

Speculation, like every other phase of a nation's life, seems to be evolutionary in its development, working by fits and starts just as does war, commerce, fashion, and even religion. Indeed, it is the same with nature herself, for she has her storms, her floods, her earthquakes, her sunshines, her changes of season, and her changes of topography. The whole world, as we see it around us, seems to be moved by impulses and convulsions, the very air we breathe being purified by thunder and lightning. Hills and valleys formed by earthquakes, societies regenerated and purified by revolutions, commerce and speculation receiving impulses and direction from failures and bankruptcies. Everything moves, forms, and reorganizes itself. The revolution that may overthrow a dynasty will establish a new rule in society. The melting snow which flooded a country will again return to the bosom of Mother Ocean. Immediately a great war is over, men start out with new thought and new energy. The war of 1837 got Canada a constitution; the war of secession abolished human slavery, and the Franco-Prussian war reestablished Republic in France. The same exactly in the commercial world; the failure of one speculation leads up to the success of another. For instance the privations of the Confederate States, by destroying American shipping, gave England the trade of the Atlantic, and the high price of land in the British Isles has stimulated the agriculture of Canada and the United States. For many years much of the surplus capital of England was invested both in the construction and working of home and foreign railways, but now it is beginning to take another direction. A few years back England was engaged in the building of the great railway systems of the world, but now other countries are just as capable of making roads as she is. This, as I said before, has the tendency of directing energy and capital into other channels, and at present one of the most important of these channels is gold mining. Every few days a new company is floated in London to work a veritable Eldorado in some part of the world, principally in the United States and India. During the last twelve months not less than twenty-six companies were formed in England to work gold mines in her great Eastern dependency. Their accumulated capital amounts to three millions sterling, and the auriferous land they hold is over seventy thousand acres. The prospectuses they issue are of the most glowing kind, and if the realizations are equal even to one-half of what is promised, the returns will be something grand. As yet dividends have not been paid by any of them, but they are hardly long enough in existence to get into full working order. More than half of the capital has gone to the vendors, who, in many instances are ex-Indian servants, who acquired the properties either by purchase from the natives, or by concessions from the princes of the country. Many of the reefs were for years worked by the natives in a more or less crude manner, but now the most improved machinery will be used, and the best system of commutation adopted. Here is a lesson for Canada. She has large areas of gold bearing regions, many of the districts said to be rich. Money is wanted to develop them, and it may be had in England for the asking. There is a boom now in the gold mining market, of which Ameri-

ans and ex-emption employees in India are availing themselves to bring their capital for working into the unknown fields of the precious metals, which in every province of the Dominion gold is found, yet there is no stir about it in English mining circles. As a science, geology is now better understood than ever it was ever before. For raising and crushing quartz, machinery has, during the last five years, been much improved. Better knowledge of the commutation of metals has led up to easier and more perfect methods of extracting the gold from the rock and baser minerals which surround it. Those considerations, coupled with the fact that the gold mining boom is now high, and that in London capital is seeking investment, ought to immediately lead up to the rapid and profitable development of the gold fields of the Dominion. C. J. Whellans, well known in Canada as an active promoter of emigration, will sail by the *Moravian* from Liverpool on the 12th of May with about two hundred settlers for the valley of the Saskatchewan. These people will be gathered from the farming population, and will have among them a good deal of money, averaging, perhaps, two hundred pounds per family. Mr. Whellans is now actively at work collecting these useful emigrants and distributing pamphlets and literature on the great new land to which they are going. Publicity in this country is what Canada requires, and in whatever way it is given a certain amount of good is done. Emigration is now tolerably well talked about, but the country's natural resources are, to English capitalists and speculators, very little known, which makes the clear and common sense pamphlets of Mr. Whellans of greater value than if written as issued in a stereotyped way.—London Correspondent of the *Shareholder*.

MINERAL RESOURCES

The Eganville Enterprise has the following on minerals: We have hitherto occasionally referred to this topic and again, with no small degree of pleasure, recur to it to-day. The world is advancing, business progressing, and activity in exposing "our minerals" increasing. Quietly and steadily many are working at the old reefs in this section of the country, and we are glad to say, are having their expectations realized, and their hopes fulfilled. Prominent among these, nay first among such, are Messrs. Monk & McDonald, who really deserve the credit for having drawn attention to this source of our wealth, so long hidden but now brought to light. Not only have they discovered the phosphate and initiated that rapidly increasing trade, but they have been rewarded by finding in their searches gold, silver, lead and molybdenite—truly valuable minerals. Nor is this mere conjecture, for the ores have already been assayed in New York and found to contain good paying percentages. It is earnestly to be hoped capitalists' attention will be drawn to this fact and thus trade expanded. These two gentlemen have now become possessed of 16 lots of phosphate and other mineral lands in the townships of Grattan and Algona, and are determined on losing no time and leave no stone unturned to induce capitalists to lay hold of this matter. We wish them all success, for their gain will be our advantage also. Inhabitants of Eganville and all this portion of the country can never too much realize the fact that their prosperity depends largely on the development of the mineral wealth, and uncovering the mineral treasures hidden in our midst. Mr. John Armstrong, the popular proprietor of "the Ottawa," has recently purchased two phosphate lots from Mr. Hogan, in South Algona. The specimens collected from these are extremely good, and we trust and believe that friend "Jack" has now "struck it." Rumour says that Smart, of Brockville, is negotiating with Maney & Son for their mine and phosphate lot. Smart has some knowledge of what is in phosphate, and what can be made of it, for he has already been connected with this and other mines for some time past. He last winter kept four teams constantly forwarding to Cobden from Eganville. There is another extremely lucrative portion of this mining business, likely to escape notice of all but those immediately concerned, and that is the mining and collecting specimen crystals for the dealers in this branch. Specimens of most excellent quality and extremely valuable have been found and are being marketed by all those now in mining operations. Some of those found have never yet been surpassed by any from any part of the world. We have ourselves seen magnificent sponges and twain sponges, silicons, fluor spar, copper pyrites, pyroxenes and garnets gathered round here, and we have the best of authority for stating that the crystals and specimens sent from Eganville last year footed up the handsome sum of over \$2,000. Every rock stripped, every vein exposed, supplies ground for greater expectations, and to-day, from no little opportunity for observation, we are more than ever convinced of the immense mineral wealth of this section. Only let our people put their shoulders to the wheel and work for our country's advancement. Don't forget the farm and other business. Don't embark too generally in mining operations, but back up, support and aid by every means in your power the men who are anxious to introduce capital and develop our country. In this connection one subject now—our Cobden and Eganville Railroad. That must come—and come pretty

speedily. The *Opequon* party, with Mr. Grattan needs it. Will it not be better Eganville needs it. The *Bonnie* here needs it and we have good reason, for reliable information, for believing that the majority, if not all the most qualified, will even vote a bonus to secure it. We must not work and labour for it, and with a long pull and a strong pull and a pull all together, we can and will secure it.

On the 8th instant the diamond drill, which has been boring near the Vancouver Co's coal wharf, Nanaimo, B.C., struck a seam of good hard coal about 7 feet thick and at a depth of 140 feet. The drill is still working and they expect to strike a second lower seam shortly.

The members of the Cambria Iron Company, Penn., who went to Madoc on Wednesday, returned this morning. They made a pretty thorough examination of the Hematite, Dufferin and other iron properties in which they are interested, and we understand have given instructions to their representative in Madoc to put a large force to work in developing the properties.—*Belleisle Intelligence*.

A discovery of iron ore, which is expected to prove valuable, has been made, we are informed, on the farm of Nelson Muma Township of Burford, one mile and a half south of Princeton, Ont. It is what is called bog ore, and is pronounced by parties who profess to be judges to be rich in iron. It is found about a foot below the surface, and it is not yet known what is the extent of the vein. Specimens have been sent to Toronto for assay, and in a few days we will be able to give farther particulars.—*Brantford Courier*.

The Sterling Mine property is situated upon the Kokesala River and about fourteen miles distant, and inland from Mill Creek, Sanich Arm. While at Cobwich upon telegraph business, F. N. Osborne, Esq., availed himself of that opportunity to visit the mine, and as he is well known to be a reliable authority upon the value of mineralogical deposits and indications, the following particulars will be of interest to the public: "The lode, it appears, has been driven in upon about 40 feet—27 feet through broken ground and 13 feet into the solid formation, where it is 9 feet in width and strikes the regular wall, etc., which indicates a true fissure vein. The mineral is argentiferous galena, and comprises about one-fifth or more of the mass of matrix extracted. Nine or ten blasts were put in under Mr. Osborne's direction and fair samples taken of the whole lode. A general average of the assay value will be ascertained upon Mr. Osborne's return eastward. Meanwhile, however, several assays have been made of the ore at San Francisco, New York, and Montreal, with varied results of from 20 to 70 ounces to the ton for silver, and 25 per cent. of galena to the ton of ore as it came from the mine. That the mine is of intrinsic value there can be little doubt, and we look to its early development as an important era in the mineralogical resources of Vancouver Island.—*Colonist, Victoria, 11 O.*

SHADE TREES ALONG THE HIGHWAYS.

The people of the New England States are at length thoroughly alive to the importance of planting trees along the roadside. In the towns and villages great progress has been made, as anybody visiting them may observe, and no one can for a moment question their usefulness. Many towns and villages, and a very few farms, can boast of elegant rows of maples, elms, etc., but their extension along the highways is still scarcely considered. In 1869 the State of Massachusetts passed an act, which is still in force, under which any town may at a legal meeting grant a sum, not exceeding 25 cents for each of its taxable polls in the year next preceding that in which such appropriation is made, to be extended under the direction of the selectmen in premiums, or in any other way deemed advisable, to encourage the planting of shade trees by the owners of real estate upon the adjoining public squares or highways. Connecticut has recently passed an act which provides that any person planting or protecting forest trees one-quarter of a mile or more along any public highway, may receive for ten years an annual bounty of \$1 for each quarter of a mile so planted; the forest trees to include the elm, maple, tulip, ash, basswood, oak, black walnut and hickory; the trees to be not more than 60 feet apart. This offer has imparted quite a stimulus to tree planting, and private parties have supplemented this bounty by liberal encouragement. In some parts of Connecticut prizes of \$40, \$25, \$20 and \$15 are offered to the persons who may plant this spring the best and longest rows of trees along any public roads of that town, the awards to be made by three non-resident experts and announced at an agricultural fair next October. Every village and municipality should have its tree association.

The total population of the Russian Empire at the present time is said to be 87,850,000, of whom 72,000,000 belong to Russia in Europe and Poland, 1,940,000 to the Grand Duchy of Finland, 2,070,000 to the Caucasus, 4,440,000 to Siberia, and 4,500,000 to Central Asia.

SCIENTIFIC AND PRACTICAL.

THE CARE OF STEAM BOILERS.

Get up Steam.—Warm the boiler gradually. Do not get up steam from cold water in less than six hours. If possible light the fires over night. Nothing turns a new boiler into an old one sooner than getting up steam too quickly. It hogs the furnace tubes, keeps to growing, strains the end plates, and sometimes tips the ring ceatins of rivets at the bottom of the shell.

Firing.—Fire regularly. After firing open the ventilating grid on the door for a minute or two. Keep as thick a fire as the quality of the coal will allow. Do not rouse the fires with a rake. Should the coal cake together, run a slicer in on top of the bars and gently break up the burning mass. It has been found by repeated trials that under ordinary fair conditions no smoke need be made with careful hand firing.

Cleaning Fires and Blacking Ashes.—Clean the fires as often as the clinker renders it necessary. Do not slack the clinkers and ashes on the flooring plates in front of the boiler, but draw them directly into an iron barrow and wheel them away.

Feed Water Supply.—Set the feed valve so as to give a constant supply, and keep the water up to the height indicated by the water level pointer. There is no economy in keeping a great depth of water over the furnace crowns, while the steam space is reduced thereby, and thus the boiler rendered more liable to prime. Nor is there any economy in keeping a very little water over the furnace crowns, while the furnaces are thereby rendered more liable to be laid bare.

Glass Water Gauges and Floats.—Blow through the test tap at the bottom of the gauge hour, or as well as through the tap in the bottom neck, and the tap in the top neck twice, daily. These taps should be blown through more frequently when the water is sedimentary, and whenever the movement of the water in the glass is at all sluggish. Should either of the thoroughfares become choked, clean them out with a wire. Work the floats up and down by hand three or four times a day to see that they are quite free. Always test the glass water gauges and floats thoroughly the first thing in the morning before firing up.

Blow Out Taps and Scum Taps.—Open the blow out tap in the morning before the engine is started, and at dinner time when the engine is at rest. Open the scum tap when the engine is running, before breakfast, before dinner, and after dinner. If the water is sedimentary, run down half an inch of water at each blowing. If not sedimentary, merely turn the taps around. See that the water is at the height indicated by the water level pointer at the time of opening the scum tap. Do not neglect blowing out for a single day, even though anti-incrustation compositions are put into the boiler.

Safety Valves.—Lift each safety valve by hand in the morning before setting to work to see that it is free. If there is a low water safety valve, test it occasionally by lowering the water level to see that the valve begins to blow at the right point. When the boiler is laid off, examine the float and lever to see that they are free, and that they give the valve the full rise. If safety valves are allowed to go to sleep they may get set fast.

Shortness of Water.—In case the boiler should be found to be short of water, draw the fires, if practicable, and draw them quickly, beginning at the front. In some cases it may be more convenient to smother the fires with ashes or anything else ready to hand. If the fires are not drawn, leave the furnace doors open, turn on the feed, lower the dampers, shut down the stop valve if the boiler be one of a series, and relieve the weight on the safety valve so as to blow off the steam. Warn passers by from the front of the boiler.

Use of Anti-Incrustation Compositions.—Do not use any of these without a thorough knowledge of their effects. If used, never introduce them in heavy charges at the main hole or safety valve, but in small daily quantities along with the feed water.

Emptying the Boiler.—Do not empty the boiler under steam pressure, but cool it down with the water in; then open the blow out tap and let the water blow out. To quicken the cooling, the damper may be left open, and the steam blown off through the safety valves. Do not on any account dash water on to the hot plates; but in cases of emergency pour cold water in before the hot water is let out, and mix the two together, so as to cool the boiler down gradually and generally, and not suddenly and locally.

Cleaning Out the Boiler.—Clean out the boiler at least every two months, and often if the water be sedimentary. Remove all the scale and sediment as well as the fine dust and soot. Blow the scale and sediment to the manager. Pass through the fires, and see not only that all the soot and fine dust have been removed, but that the plates have been well brushed. Also see whether the fires are damp or dry, and if damp find out the cause. Further, see that the thoroughfares in the glass water gauges and in the blow out elbow pipes, as well as the thoroughfares and the perforations in the internal feed dispersion pipe and the scum pipes, are free. Take the feed pipe scum troughs out of the boiler if

necessary to clean them. Take the top and the bottom covers off, examine clean and pressure test, and if necessary, grind them with a little fine sand. Examine the plug valves. Do not put any blow down pipes in the fourth pit.

Preparation for Inspection.—Have boiler cooled and carefully cleaned, as explained above. Show to the inspector and sediment to the inspector as well as the old cap of the fusible plug, and a list of any defects they may have manifested themselves in working, and of any repairs or alterations that may have been since the last examination.

Fusible Plugs.—Keep these free from soot on the fire side, and from incrustation on the water side. Change the fusible metal once every year, at the time of preparing for the annual examination.

General Keeping of Boiler.—Polish up the brass and other bright work in the fittings. Sweep up the flooring plates frequently. Keep water out of the health pit below the flooring plates. Keep the space on the top of the boiler free, and brush it down once or twice a week. Take a pleasure in keeping the boiler and the boiler house clean and bright, and in preventing smoke.

WIPING LOCOMOTIVES

We remember reading some time since of a manager of a prominent railroad who had abolished the custom of wiping the locomotives upon the road where he was manager. We had occasion not long since to examine some of the locomotives upon a road which followed the example set by the manager alluded to, and found to our astonishment that it was utterly impossible to tell whether there were one or two nuts or no nuts at all upon some of the pedestal bolts. We also noticed that several nuts were gone altogether, the bolt having been broken off with the frame so that the excess of dirt concealed the broken bolt. There was about 1/4 of an inch play between the eccentrics and the straps besides plenty of lost motion in the pin about the links. We inquired for the engineer, and found him to be one of the most disconsolate men we ever saw. When asked why he did not shoo up his engine as used to be the custom, and take the accustomed pride in his engine he replied as follows: "We used to have a manager who took great pride in having the engines and rolling stock looked well, and we engineers then used to spend many an extra hour in working about our engines and making a thorough inspection. But since we have had a change in the management of affairs the engines are not wiped, consequently we do not get under the engine once a month, and never touch anything below the cylinders unless we are absolutely compelled to do so, and then we get nearly smothered with oil and dirt. I used to take great pride in having a smart engine and in keeping her nice, but now I don't care. I've lost my ambition; I am in as high a position as I will ever hold on this road. All the boys are the same way. As soon as an engine comes in a fresh man is put on and out she goes again. The foregoing is in brief a fair example of the locomotive engineers upon several railroads who have not wiped their locomotives during the past two or three years. It would seem that if there was so much economy in saving the wages of a few wipers and the expense of waste, that those roads would declare large yearly dividends, but if we can judge from the actual condition of the roads (one of which being now in the hands of a receiver), we would say that the economy was in reality extravagance. The road now is a receiver's hands was the first to abolish wiping engines. This had the effect of demoralizing the engineers and firemen, thereby causing accidents, and finally the utter failure of the company. It is often remarked by engineers that this road runs the poorest and dirtiest locomotives in the country.—*American Mechanic*.

BOILER TESTS.

The objection to a hydraulic test is that it professes to do what it does not, and is a blind guide, so far as regards any reliance upon it. The trouble lies in the difference in conditions. A cold water test is instituted at the temperature of the water, generally about 60 in summer and 45 in winter. It is not only the difference in the strength of iron between extremes of temperature that is set up that makes a hydraulic test an unsafe one, it is the difference in the actual tension of the parts under strain. It so changes the lines of strain that there is no reliance to be placed upon it as an indication of strength. Under the hydraulic test the fire box and flues are of the temperature of the water, all parts of the boiler are the same. Under steam they are not the same. Under the hydraulic test the boiler is assumed to be a vessel of uniform natural tensions, and the test is based upon a solid body pressing with equal force in all directions; something as a balloon filled with gas. Such a condition of things is not attainable. The pressure in a boiler is not equal in all directions. Water has gravity, and there is more pressure at the bottom than the top. In 1856 we ran a steamer called the *City* in between Sandusky and Detroit Mich. The boiler under cold water, or rather warm water, hydraulic pressure was tight, but as soon as the steam pressure was put on it (thirty to thirty-five pounds) the water bottom leaked in all

MONTREAL PRICES CURRENT.

Table of Montreal prices current, including sections for Groceries, Beans, Coffee, Sugar, Flour, and various oils and fats.

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WEEKLY REVIEW.

MONTREAL, May 25th, 1881.

The wholesale trade of the past week shows a decided improvement upon that of the week previous, and we are not at all in error in stating that the past weeks business has compared favourably with that of any period since Jan. 1st. Dry goods, groceries, hardware, iron and leather have all shown satisfactory records, and collections on the whole have been first rate.

LEATHER. Buffalo Sole, No. 1. 0.11 @ 0.18. Buffalo Sole, No. 2. 0.10 @ 0.17. Buffalo Sole, No. 3. 0.09 @ 0.16. Buffalo Sole, No. 4. 0.08 @ 0.15. Buffalo Sole, No. 5. 0.07 @ 0.14. Buffalo Sole, No. 6. 0.06 @ 0.13. Buffalo Sole, No. 7. 0.05 @ 0.12. Buffalo Sole, No. 8. 0.04 @ 0.11. Buffalo Sole, No. 9. 0.03 @ 0.10. Buffalo Sole, No. 10. 0.02 @ 0.09. Buffalo Sole, No. 11. 0.01 @ 0.08. Buffalo Sole, No. 12. 0.00 @ 0.07. Buffalo Sole, No. 13. 0.00 @ 0.06. Buffalo Sole, No. 14. 0.00 @ 0.05. Buffalo Sole, No. 15. 0.00 @ 0.04. Buffalo Sole, No. 16. 0.00 @ 0.03. Buffalo Sole, No. 17. 0.00 @ 0.02. Buffalo Sole, No. 18. 0.00 @ 0.01. Buffalo Sole, No. 19. 0.00 @ 0.00. Buffalo Sole, No. 20. 0.00 @ 0.00.

After the battle of Jena the famous French surgeon, Baron Larrey, observed that many of the German prisoners were completely bald. This arose from want of ventilation in their head-gear.

LUMBER TRADE.

LUMBER NEWS

The week ending 21st inst. the lumber market passed through a series of changes.

Table with columns for Cuts, Price, and various lumber types like Spruce, Fir, etc.

THE LUMBER TRADE. The Timber Trades Journal says:—The early opening of navigation of the St. Lawrence...

THE LUMBER TRADE.

The Timber Trades Journal says:—The early opening of navigation of the St. Lawrence about which so much has been stated, will not have the effect of hastening the spring arrivals to the extent some anticipate.

The likelihood of prices for manufactured lumber improving towards the fall is greatly strengthened by the quiet aspect the import trade presents.

CHOICING OAK TIMBER.

In the selection of oak a great deal depends on the knowledge of the soil on which it has been grown.

WASTE OF TIMBER.

Newspapers which know very little of the lumber trade except the figures that are from time to time presented by the journals making a specialty of its interests, shake their heads ominously and discourse of the wanton waste of timber.

the future. Vast areas of the lands were over them with the double effect of detaching them from their former owners. There is no such case as a land being a thing to be sold in any other manner.

NEW ARRIVALS.

The rain interfered considerably with the vessels loading in port, but there no longer remains any doubt that all the lumber cut will be got out.

EMIGRATION STATISTICS.

The emigration statistics of Ireland for 1886 show that 95,517 natives of Ireland emigrated from that country last year, against 47,065 in 1879.

AN INTERESTING DISCOVERY.

An interesting discovery of ancient coins has been made in Ireland. Two men digging a drain near Lisycasey, between Kiltush and Ennis, came upon an iron-clasped chest of large dimensions.

found, possibly, and pigs were in the market. The jury thought not, and gave the landlord of the fall only £20 instead of £275.

The New York Herald points out that the Beaumont monument in Westminster Abbey will be the sixth placed there by a vote of Parliament and at national expense.

Certain returns in reference to sixteen English counties show that farms are going a begging. There are no tenants to take them.

A despatch received from New York by the Department of Agriculture, announces the arrival of Messrs. Hans Christian and Lars Rasmussen, delegates from Scandinavia to Manitoba and the North-West.

The Biddulph tragedy has broken out again. A London despatch received on Saturday says:—James and Wm Feeber, former residents of Biddulph, who have settled in Michigan, were arrested in East Saginaw on Saturday afternoon for complicity in the murder of the Donnelly's.

A parliamentary return was recently brought down showing the number of benefices permanently augmented and endowed by the Ecclesiastical Commissioners from 1840 to 31st of October, 1880.

One change which the British House of Commons persistently resists is a change in its hours.

Brayley & Dempster, Wrought Iron and Saddlery Hardware. 47 and 49 KING WILLIAM ST. HAMILTON ONT. CANADA (1814)

DOMINION CARD CLOTHING WORKS, York Street, Dundas. W. R. GRAY, Proprietor. MANUFACTURE EVERY DESCRIPTION OF Card Clothing and Woollen Mill Supplies.

METAL & RUBBER STAMPS. Kenyon-Stewart Mfg. Co. Manufacturers of the largest variety of Printing, Office, Railway and Business Stamp, seals, etc. in Canada.

JAMES WRIGHT & CO. CHURCH BANK HOUSE. STORE AND OFFICE FITTINGS. Art Furniture and Cabinet Goods, etc. SEND FOR FULL CATALOGUE 11 TO 17 HERMINE ST. MONTREAL.

PORTER & SAYAGE, TANNERS AND MANUFACTURERS OF LEATHER BELTING, FIRE ENGINE HOSE, HARNESS, MOCCASINS, LACE, RUSSET and OAK SOLE LEATHERS. Office and Manufactory: 430 Visitation St. Montreal. 17-32

NAPANEE BLANKET MILLS. Special to the Trade: Constantly on hand WHITE BLANKETS, SHANTY BLANKETS, HORSE BLANKETS, ETC. ETC., ETC. HAVING SPECIAL FACILITIES For the manufacture of Every Description of Blanket, I am prepared to offer at a VERY LOW FIGURE. Arthur Toomey, NAPANEE.

CANADA Marbleized Slate Works HAMILTON, ONT. MARBLE AND MARBLEIZED SLATE MANTELS. J. M. DURWARD Successor to R. Hanger.

R. H. Smith & Co. (Successors to J. FLINT) Sole Manufacturers in the Dominion of Canada of the 'SIMONDS' SAWS ST. CATHARINES, ONT. Sole Manufacturers of the genuine HANLAN IMPROVED DIAMOND, IMPROVED CHAMPION and the NEW IMPROVED CHAMPION CROSS-CUT SAWS. We also make all other kinds of Cross-Cut Saws. Hand Saws from the cheapest to the very best. THE LARGEST SAW WORKS IN CANADA

Notice to Contractors. SEALED TENDERS addressed to the undersigned, and enclosed in envelopes for alterations to window West Block, will be received at this office until 11 P.M. on the 31st day of May next, inclusively.

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DIRECT TRADE BETWEEN Canada & the Brazils.

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THE METAL TRADE.

THE BRITISH MARKETS.

(American Manufacturer) He was very sorry he could not strike a more cheerful note. So said Mr. Mi. Morley, M.P. for Bristol, the member of the best hooley that can be produced...

afford to thus protect, because there is no demand for the product. From that figure down to £12 10s and occasionally even £11 10s. Forged pigs are to be bought, the price depending mainly upon the proportion of tin and the kind of that has been used in their manufacture...

THE LONDON MARKET.

Table listing closing prices for various metals in the London market as of April 29th, 1901. Includes categories like Bessemer rails, Pig iron, and various types of steel.

use of prices in the United States, and the reduction of stocks at the ports is having a hardening effect upon the market. The South Staffordshire people are being steadily filled up with orders and some of them are asking an advance upon their work of 1s per box.

UNITED STATES MARKETS.

Pittsburg.

Pig Iron—This branch of the iron trade remains fully as quiet as it has been at any time during the present protracted and unexpected lull and the season is now so far advanced that no improvement is anticipated for some weeks yet.

Table titled 'MADE FROM LAKE SUPERIOR ORES' listing prices for Bessemer, Gray Forge, and other iron products.

Table titled 'MADE FROM PENNSYLVANIA AND VIRGINIA ORES' listing prices for Bessemer, Gray Forge, and other iron products.

Table titled 'ANTHRACITE IRONS' listing prices for Bessemer, Gray Forge, and other iron products.

Table titled 'CHARCOAL IRONS' listing prices for various types of charcoal iron.

quoted at \$1.12 at works for early delivery \$1.07 are about the figures. Steel—There is nothing new to be said in respect of this trade. Orders have been all right since the middle of the month.

Philadelphia.

Pig Iron—The pig iron market continues weak and unsatisfactory. To attempt to forecast probabilities at this time would be hazardous to the reputation of any one.

Steel Rails—The mills could sell 10 per cent. greater output if capacity permitted. Orders are refused and are sent to foreign markets, where they are filled at prices reported at tide equal to \$27.00.

Old Rails—The market is once more selling down to \$27 in spite of contrary reports. Foreign supplies are appearing in greater abundance.

Hardware—The leading houses have had a prosperous spring trade. At present orders are falling off, but for the season trade is unusually good.

New York. Pig Iron—There is nothing noticeable in the general conditions affecting the market that can be construed as pointing to any material change one way or the other at a near date.

to the fact that some brokers are making forward efforts to depress prices. It is a mistake that is seldom made in a market when there is a place for a large quantity of stock at some special price.

South Pig—It is only in a very few instances that lots of more than 100 tons are placed, except when something is required from ships sold at prices that are low those quoted as the regular rates.

English Pig—Since the recent fall in the market has stiffened up somewhat, and it is scarcely possible that prices accepted a week since would be taken to-day.

Rails—There was an inquiry on the market for 10,000 tons foreign steel, delivered at New Orleans, on which the seller quoted \$31.50.

Old Rails—Between the views of buyers and sellers there is a difference of about \$1 per ton. The sellers seem to have rather the best of the situation.

Scrap Iron—All desirable lots of No 1 wrought are held with considerable firmness. There is a very fair demand for the article.

Copper—Ingot has been very quiet throughout the week and not very firm in price, about 100,000 lbs Lake Superior at 18 1/2 @ 18 3/4.

Lead—There are efforts making to bolster up the price of domestic pig in the interest of western parties, and while small sales of common are reported at 4 1/2, it is claimed that the large holders refuse less than 4 1/4 @ 4 1/2.

Splinter—Only small lots are selling, but the market continues to hold steady at 5 1/2 @ 5 3/4 for common domestic, and 5 1/2 @ 5 3/4 for Silesian.

Every one knows, says the London Law Journal, that Lord Besant, who read law in his youth; but most people require to be reminded that when Chancellor of the Exchequer he sat as Judge. The Chancellor of the Exchequer and the Lords of the Treasury were until recently Judges of the Court of Exchequer.

INSURANCE MATTERS.

FIRE INSURANCE.

It seems to be another new business... contemporary very... National Board of Fire Underwriters will hold its annual meeting on that date... Everybody knows... They will, of course, recite many platitudes in the shape of resolutions, and pass many excellent resolutions with the most charming unanimity... They will lay out a programme of business methods that is to be the forerunner of a fire insurance millennium...

Incalculable loss to the person insured, which is not limited to the amount of speculation... Men holding public offices and trusted positions are getting themselves into trouble by speculating... The amount of an interior county is said to be in financial trouble as he is carrying upward of \$100,000 on the aged and decrepit and it is alleged that to enable him to carry this enormous sum of insurance he has made an incursion on the public funds to the extent of \$4,000... This officer is very much worried about the uncomfortable position which has been placed him, and the state of his mind may be inferred from his own language...

AN INSURANCE MANIA.

Since the days of the tulipomania which reigned in Europe during the first half of the seventeenth century, probably no wilder scenes of fanaticism and folly and no viler exhibition of sordid lust for money have been presented by the so-called co-operative system of life assurance in Pennsylvania during the past few years... Co-operative life assurance, as its advocates are pleased to term it, wears a plausible aspect. Nothing is simpler than its theory, nothing more mischievous in practice. Viewing the enormous accumulations of money in the hands of many hundreds of old time organizations...

SPECULATIVE LIFE INSURANCE—BETTING ON DEATH.

From Pennsylvania comes the startling news that 163 so-called insurance companies are engaged in the criminal practice of gambling or speculating in human lives... This business is carried on under the purely co-operative system, and these companies refuse to submit to governmental supervision... A special telegram to the Chicago Times, after giving the names of eight companies that combine the co-operative with other systems, and which it states are free from the speculative taint; and two companies that profess to be doing legitimate business, says: "But these latter companies allow their policies after issue to be transferred to persons who have no

POSTAL TIME TABLE.



POST OFFICE, OTTAWA.

ARRIVAL AND DEPARTURE OF MAILS.

Table with columns: MAILS, Close, Delivered. Lists various mail routes and times for Ottawa.

Registered matter must be posted half an hour previously. Office hours from 9 a.m. to 8 p.m. For Savings Bank and Money Order business, 9 a.m. to 4 p.m.

G. P. BAKER, Postmaster.

pay, while at their death their representatives would have least to receive, but this defect was remedied by arranging for the admission of new members according as the old ones fell out by disease or withdrawal. Obviously fallacious as are the principles on which this sort of assurance is founded, the plan has met with considerable favour from those who prefer to let others think for them and innumerable have been the different organizations it has given birth to, not only in Canada, but everywhere throughout the world... The record of these associations may be summed up in one word—disaster—but notwithstanding this they flourish and form a striking testimony to the gullibility of the public, which is ever ready to lend an attentive ear to the charms of the financial nostrum dealer...

POSTAL TIME-TABLES.

POST OFFICE, MONTREAL.

MONTREAL, JULY 2, 1880.

MAILS.

Table with columns: MAILS, DELIVERY, ARRIVAL, DEPARTURE. Lists various mail routes and times for Montreal.

*Postal Car Bags open till 8.45 a.m. and 9.15 p.m. *Postal Car Bags open till 9.00 p.m. The Street Cages are visited at 9.15 a.m., 12.30, 3.30 and 7.30 p.m. Letters should be posted 15 minutes before the hour of closing ordinary Mails, and 30 minutes before closing of Express Mails.

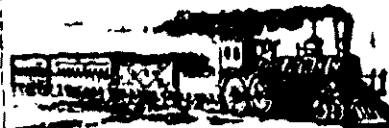
the evil reached Canada? Among the numbers of irresponsible, co-operative insurance men who overrun our cities and towns is there not too great reason to fear that frauds and chicanery prevail to the detriment of legitimate life assurance, and the ultimate demoralization of the people?—The Shareholder

A Philadelphia candy factory uses seven tons of clay per month in manufacturing sweets, and every fence within fifty miles of the town has a sign of some one's dyspepsia cure.

It is not often that speculation in high-priced stock is successful, but Lord Fitzhardinge has made a good thing of the short-horn bull "Duke of Connaught," for which he gave 4,500 guineas some four years ago. The animal has since brought him in £7,500.

According to the new orders, the British regiments will in future adopt a national badge as follows:—English regiments, a rose; Scotch regiments, a thistle; Irish regiments, a shamrock; and Welsh regiments, a dragon. The title of each regiment will be borne on the shoulder-strap. The facings and officers' lace will be for English and Welsh regiments, white facings, 2000 pattern of lace; Scotch regiments, yellow facings, thistle lace; Irish regiments, green facings, shamrock lace; royal regiments, blue facings, retaining the national lace.

RAILWAY TIME-TABLES.



Canada Central Railway.

CHANGE OF TIME.

On and after MONDAY, 21st JUNE trains will run as follows:—

LEAVE OTTAWA. *Western Express Train, making close connection with Grand Trunk Railway for Toronto and all points West, arriving in Toronto at 11.15 a.m. *Express Train from Brockville, Leith, Pembroke, and all intermediate stations, arriving in Ottawa at 4.30 p.m. *Express Train from the West, leaving Toronto at 7.30 a.m., arriving in Brockville at 11.30 a.m. *Express Train from Brockville, Leith, Pembroke, and all intermediate stations, arriving in Ottawa at 1.40 p.m. *These trains make only four stops between Ottawa and Brockville Junction. Connection made at Brockville with the Utica and Black River R.R. for New York, Albany and all points South.

T. A. MCKINNON, General Manager, Brockville, Ont., 21st June, 1880.

ST. LAWRENCE & OTTAWA RAILWAY.

On and after THURSDAY, 10th JUNE, 1880, trains will run as follows:—

LEAVE OTTAWA. For the East, West, South and North, leaving Ottawa at 11.15 a.m. For the East, West, South and North, leaving Ottawa at 2.00 p.m. For both East and West, leaving Ottawa at 10.30 p.m. ARRIVING IN OTTAWA. From both East, South and North, arriving at Ottawa at 4.00 a.m. From the West, arriving at Ottawa at 4.20 p.m. (Going West take the 11 a.m. train. Ample time for dinner at Prescott Junction. All Cars Connectives with Grand Trunk Trains to and from both East and West, and with those of the Rome, Watkinson & Oudenburg and Lake Champlain and Utica & Black River Railways at Oudenburg, to and from New York, Boston, and all points South and East. A Steamboat Express Train will leave Ottawa on Tuesdays, Thursdays, Saturdays and Sundays, at 8 a.m., connecting with the different lines of steamers on the St. Lawrence, for both East and West. A Soft Car will be run on the Night Train between Ottawa and Prescott Junction. Trains are run on Ottawa time.

WALTER SKANLY, General Manager, Ottawa, Ottawa, July 20, 1880.

Q. M. O. & O. RAILWAY. CHANGE OF TIME.

COMMENCING on Wednesday, June 23rd, 1880, trains will run as follows:—

Table with columns: Miled, Mail, Express. Lists train routes and times for Q.M.O. & O. Railway.

[Local trains between Hull and Aylmer.] Trains leave Hull and Station seven minutes later. *Magnificent Palace cars on all passenger trains and elegant sleeping cars on night trains. Trains to and from Ottawa connect with trains to and from Quebec. Sunday trains leave Montreal and Quebec at 4 p.m. All trains run by Montreal time.

GENERAL OFFICE, 13 Place d'Armes Square. TICKET OFFICE, 13 Place d'Armes and St. James St., Montreal, and opposite the St. Louis Hotel, Quebec. L. A. SENECAULT, General Superintendent.

INTERCOLONIAL RAILWAY.

SUMMER ARRANGEMENTS, commencing 1st June, 1880. Through Express Passenger Trains run daily (except Sunday) as follows:—

Table with columns: Leave, Arrive. Lists train routes and times for Intercolonial Railway.

This train connects at Chaudiere Curve with Grand Trunk train leaving Montreal at 10 p.m. The train to Halifax and St. John runs through to their destination on Sunday. *The Pullman car leaving Montreal on Monday, Wednesday and Friday, runs through to Halifax, and that leaving on Tuesday, Thursday and Saturday, to St. John. *The train leaving Halifax at 6 p.m. and St. John at 10.25 p.m., and which reach Montreal at 6.30 a.m. by connecting at Chaudiere Curve with the Grand Trunk train at 2.50 p.m., remain at Campbellton over Sunday. For information in regard to passenger tickets, rates of freight, train arrangements, etc., apply to CAPT. MACQUAIG, Sparks St., Ottawa. D. POTTINGER, Chief Superintendent.

DOMINION TRADE REGISTER AND INDUSTRIAL DIRECTORY.

AGRICULTURAL IMPLEMENTS. A. S. WHITING MANUFACTURING CO. ... WELAND VALE MANUFACTURING CO. ... ANILINE DYES. EMIL THOURET & CO. ... BRASS WORKS. H. N. TAPP & CO. ... COTTON BROKERS. M. WRIGHT, Dundas, Ont. ... COTTON MILLS. DUNDAS COTTON MILLS CO. ... HAMILTON COTTON MILLS CO. ... EDGE TOOLS. R. T. WILSON, Dundas, Ont. ... ENGINES AND BOILERS. O. C. MORRISON, Hamilton ... THOS. WILSON, Dundas, Ont. ... FILES. THOS. GRAHAM, Toronto. ... FURNITURE. OSHAWA CABINET CO. ... AMERICAN BRACKET CO. ... GLASSWARE. HAMILTON GLASS CO. ... GLOVE MANUFACTURERS. W. H. STOREY & SON, Acton, Ont. ... HAMMERS. HENRY H. WARREN, Cote St. Paul, Montreal. ... IRON WORKS. CANADA SCREW CO. ... KNITTING MILLS. E. LENNARD & SONS, Dundas. ... LEATHER BELTING. DOMINION BELT AND HOSE CO. ... PAPER MANUFACTURERS. CANADA PAPER CO. ...

SAW MANUFACTURERS. R. H. SMITH & CO. ... SHURLEY & DISTRICT, Ltd. ... SCALES. CANADA SCALE WORKS. ... SPICES, ETC. R. D. VAN DE CARR & SON. ... STENOGRAPHERS, ENGRAVERS, ETC. F. DYER & CO. ... STOVES. WM. CLENDINNEH. ... TELEPHONES. HOLT TELEPHONE CO. ... TRIERS. BUTTER & CHEESE TRIERS. ... WIRE WORKS. B. GREENING & CO. ... WOODEN GOODS. C. T. BRANTON & CO. ... WOOLLEN MANUFACTURERS. J. ROUTH & CO. ... WOOLS AND COTTON WARPS. WINANS & CO.

PETROLEUM. THE BRITISH MARKET. ARTHUR BROWN & CO.'S PETROLEUM REPORT. Refined Petroleum Oil—Values have been firm in all positions during the past week, although business has again been somewhat restricted owing to buyers continuing to hold out for somewhat lower prices. ...

Table with columns: Prices of S. W. Petroleum, 1891, 1892, 1893. Rows: N. York, London, Montreal, etc.

CANADIAN MARKET. (Petroleum Advertiser.) During the past week crude has advanced somewhat in consequence of a demand, but the sales have been very light. Prices may now be quoted at from \$1.68 to \$1.70 in tank. ...

THE MONEY MARKET.

TORONTO STOCK REPORT. Table with columns: BANKS, CAPITAL, REST, DIVIDEND, CLOSING PRICES. Includes Canadian Bank of Commerce, Dominion Bank, etc.

DEBENTURES, &c. Table with columns: INTEREST PAYABLE, WHERE PAYABLE. Includes Dominion Gov't stock, Toronto & Nipissing bonds, etc.

MONTREAL STOCK REPORT. Table with columns: NAME, CAPITAL, REST, DIVIDEND, CLOSING PRICES. Includes British North America, Dominion Bank, etc.

REFINED OIL MARKET. Petrolia (Ont.) \$0.17 per gall. ... Prince Leopold's new title is, in full, Duke of Albany, Earl of Clarence, and Baron Arklow.

The accident which occurred at Massamunga Point, near Belleville, on the Queen's birthday, is completely eclipsed and lost sight of in view of the appalling disaster at London. It is to be hoped, however, that the warning it conveys will not be overlooked.

THE SEARCH FOR THE VICTIMS OF THE LONDON DISASTER WAS CONTINUED YESTERDAY, WITH THE RESULT OF SWELLING THE LIST OF THE DOOMED TO THE NEIGHBOURHOOD OF TWO HUNDRED. An inquest was opened yesterday, and after the jury had viewed one of the bodies, was adjourned until after to-morrow, when it is believed the Government will be represented at the inquiry.

PROSPECTUS

For the Entertainment of Merritton Cotton Mills. Liability of Shareholders to the amount of shares held by them. CAPITAL - - - \$150,000, In 1,500 Shares of \$100 each. REFERENCES J. MORRIS, ESQ., T. R. MERRITT, ESQ., R. CATMARINEH. KING & DOLAN. It is proposed by the present owners to increase the Merritton Cotton Mills by adding seven thousand five hundred spindles to the existing three thousand and two hundred spindles for the manufacture of such kinds of plain and coloured goods as are now made in the country, to thirty-two looms now in operation and to increase the capacity of making batting and wadding from 1,000 lbs. per annum as at present, to 350,000 lbs.

THOMAS WILSON, Dundas, Ont. Manufacturer of STATIONARY and PORTABLE Steam Engines, BOILERS AND MACHINERY of every description. COTTON MILL CALENDERS, HOSE, IRON STRAP PRESSERS AND PROPELLER WHEELS, ALL SIZES

THE DRY GOODS TRADE.

NEW YORK ADVICES.

The domestic dry goods market has been... The market for dry goods continues quiet... The market for dry goods continues quiet...

Trade in the cotton goods market has moved rather slowly during the week under review... The market for dry goods continues quiet...

There is very little new to be reported of the wool market... The market for dry goods continues quiet...

The aspect of the market for woollens has changed but not during the week... The market for dry goods continues quiet...

In prints the demand from first hands is still of an irregular character... The market for dry goods continues quiet...

Brown cottons of desirable quality and popular makes have been taken from first hands in moderate sized parcels... The market for dry goods continues quiet...

A little more firmness has been manifested in the cotton market since our last... The market for dry goods continues quiet...

There is very little new to be reported of the wool market... The market for dry goods continues quiet...

The London market... The market for dry goods continues quiet...

TRADE MATTERS IN ENGLAND.

Uneasy Feeling.

A London despatch says... The market for dry goods continues quiet...

CHINESE INDUSTRIES.

We take the following from a recent number of Van Nostrand's Magazine... The market for dry goods continues quiet...

FRANCE AND CANADA.

When we remember that a third of the population of Canada is of French descent... The market for dry goods continues quiet...

achieves... The market for dry goods continues quiet...

THE OPIUM TRAFFIC.

The opium traffic is one of those questions which are annually... The market for dry goods continues quiet...

Mr. Childers, Secretary of State for War, announces that the name of the Prince of Wales' Royal Canadian Regiment... The market for dry goods continues quiet...

In the same way, he... the latter, it is... to cultivate and enlarge... The best... money making... and brotherly regard...

friendship While it is a matter of idle... calculation as to whether the former... dominates over the latter, it is... to cultivate and enlarge...

COMMERCIAL COURTESY

There is an unwritten law of courtesy... in business intercourse which is well... understood among all merchants of good... standing and which is invariable in its... application...

FRIENDSHIP IN TRADE

Friendship is the strongest element... in our social relations. It is a sentiment... worthy of cultivation, and one product... of the greatest degrees of human... happiness...

Friendship is the strongest element... in our social relations. It is a sentiment... worthy of cultivation, and one product... of the greatest degrees of human... happiness...

WHY SOME PEOPLE FAIL

- They are lazy. They neglect details. They overlook the small things. They have no eye to business. They hope for fortune to drop in their laps...

LORD BRACONFELLS' LOVE OF TREES

The Journal of Economy for May, which... number commences the fifth volume... contains a beautiful illustration of an... autograph letter from the late Earl of Bracconfield...

LUNGS FILLED WITH IRON FILINGS

Fulton, May 15.—A post mortem... examination of the body of Joseph Bausel... who died recently in this village, developed a phenomenon which surprised the... doctors...

was made by Dr. S. Marsh of Oswego... stated by Dr. W. A. Hall of Fulton, it... was observed that the upper surface of... the lungs had a strangely mottled appearance...

INMATES OF ALMSHOUSES

The popular impression about the pauper... class is a queer mixture of indifference... and sentimental pity. While not one... in a thousand has ever taken the pains... to see the inside of an almshouse...

OLE BULL'S VIOLIN

[From Harper's Magazine.] The brave old Gaspar di Salo, the brown... one, the colour of a Toby, is on the table. Ole Bull has been improving on it, and... the walls of a library-room in a historical... house in Cambridge have not yet ceased... reverberating...

a go-between. I pacified him all... I could, and invited him to breakfast... with me the next day. He had a good break... fast. When it was over he said to me...

And the history of the Gaspar di Salo... violin with the Benvenuto Cellini... ornamentations? "Well, in 1839 I... gave sixteen concerts in Vienna, and then... Rhehazek was the great violin collector...

At a meeting at Chicago, the North... Western Canal Convention adopted a... resolution declaring that Congress should... devise and sustain a system of cheap... transportation by water route...

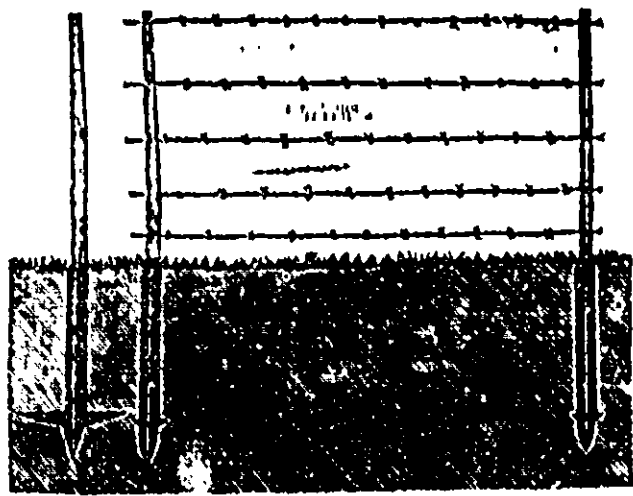
A law was passed in California... prohibiting women from working as waiters... at night in concert saloons; but the... Supreme Court has decided it unconstitutional...

Dr. J. M. Granville, in his work on... the subject of sleep, says, with reference... to the difficulty some persons find in... getting to sleep—Habit greatly helps... the performance of the initial act...

COUGHLIN'S PATENT FROST AND FIRE PROOF IRON FENCE POST

(PATENTED IN THE UNITED STATES AND CANADA)

THE GREATEST INVENTION OF THE AGE.



For Fenced or Chain Wire Fences, the

BEST, CHEAPEST AND MOST DURABLE

FENCE POST ever invented or used, doing away with the digging of post holes, etc.

I will build Fenced Wire Fences with the Patent Iron Post at a

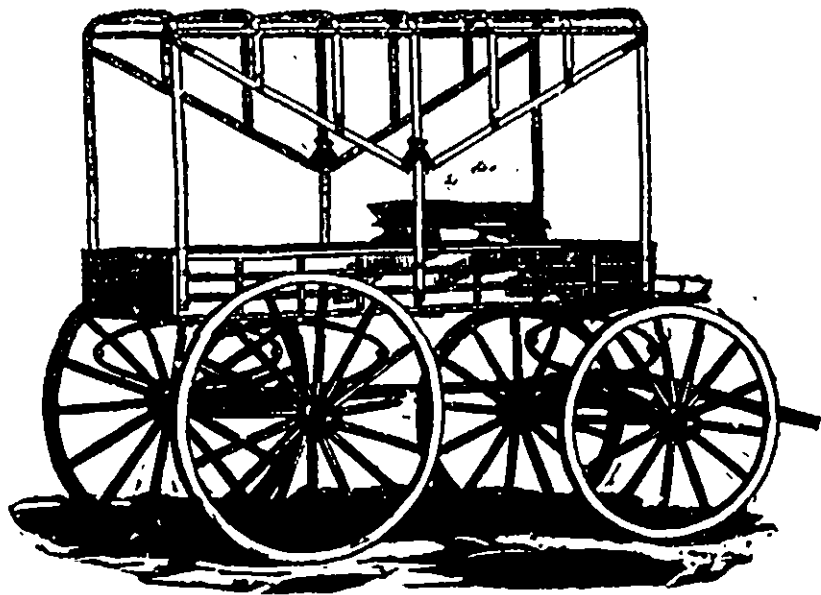
VERY LOW FIGURE.

For particulars send for circular

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NOVELTY WAGGON TOP.

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TORONTO,

Were awarded the FIRST PRIZE for their LARDINE and other

MACHINE OILS

At the great Industrial Fair, Toronto, 1890, and

Four First Prizes and Gold Medal

At the Provincial Exhibition, Hamilton, 1880.

Their Lardine Machine Oil was used, by authority of the Association, on all the machinery at both Fairs during the four weeks, and proved a very superior oil.

Oshawa Cabinet Company,

FURNITURE MANUFACTURERS

OSHAWA.

Highest Awards and Two Silver Medals at Dominion and Toronto Exhibitions, 1879 and 1880.

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Iron Founders and Manufacturers of all kinds of WOOD-WORKING MACHINERY, with all the latest improvements.

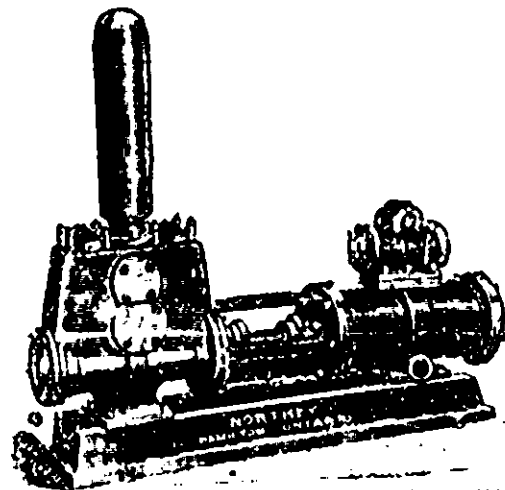
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PORTABLE AND STATIONARY.

Our REVOLVING BED MOULDING MACHINE stands unrivalled, and has never yet been beaten in competition.

NORTHEY'S STEAM PUMP WORKS

BOILER FEED PUMPS,
AIR AND CIRCULATING PUMPS,
STEAM FIRE PUMPS,
WRECKING PUMPS.



MINING PUMPS
SPECIALLY ADAPTED
FOR OIL PIPE LINES,
CITY WATERWORKS.

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HAMILTON, ONTARIO

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COMPANY (LIMITED)

HAMILTON, CANADA

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EMERY WHEELS

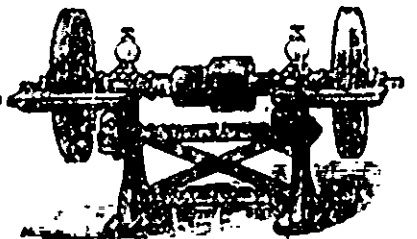
FOR FOUNDRIES, MACHINE SHOPS, SAW MILLS AND PLANING MILLS.

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STENCIL PLATES,

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STAMPS AND SEALS of every description

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SPARKS ST., OTTAWA.

SEND FOR ESTIMATE.

SHURLY & DIETRICH,

GALT, Ont.,

Sole proprietors of

THE SECRET CHEMICAL PROCESS OF TEMPERING, which toughens and refines the steel.



Our Silver Steel

CIRCULAR SAWS, CROSS-CUT SAWS AND HAND SAWS,

Are WARRANTED superior to any made in Canada. (KAROLINSKY, 1873.)

THE LARGEST SAW MANUFACTURERS IN CANADA.

WIRE ROPE.

ROUND and flat hoisting ropes of best brands of Bessemer and cast steel. Charcoal iron transmitting power ropes and pulleys.

MANUFACTURED BY

B. GREENING & Co.

HAMILTON, CANADA.

BURNELL'S



FOUR-POINTED GALVANIZED STEEL BARB WIRE FENCING

There are now before the public a number of Four-Pointed Barbs, which to the casual observer, are similar in appearance to the Burnell Barb which we are making. A close examination of them will show the difference and our inferiority.

The Grand Trunk Railway Company of Canada gives preference over all others, and have contracted with us for over one hundred tons of fencing for immediate delivery.

We claim superiority for our Barb Wire over all others for the following reasons:—
1st.—We use only the best quality of Galvanized Annealed Steel Wire.

2nd.—The two strands of No. 12 Wire are twisted together just enough to allow for the contraction and expansion of the metal, caused by heat and cold, and not so much as to injure the structure of the steel.

3rd.—The Barbs on our Wire are four-pointed, and always presenting a Barb laterally or at a right angle, which is a great advantage over the Two-Barb Wire, as cattle are unable to get against the fence to break it or push it down.

4th.—The Barbs are fastened to the Wire at intervals of 7 inches, in a manner entirely different from any other, being securely locked around and between both wires, so that they cannot slip or move toward each other, and they also prevent the untwisting of the cable should either wire get broken.

5th.—The machinery by which the Barbs are put on is perfect, so that the Cable Wires are not injured or weakened by the process, as is the case with other Four-Pointed Barb Wires.

Manufactured by the CANADA WIRE COMPANY, Montreal. H. R. IVES, Manager.

THE TUPPER GRATE BAR.

Thoroughly tested and approved. One set will last several of any other kind, and save a large percentage of fuel. For steamboats, stationary boilers, etc.

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DOMINION ORGANS & PIANOS.

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25-Medal and Diploma at Sydney, Australia, 1877.

25-Gold Medal at Provincial Exhibition, Toronto, 1878.

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