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THE CANADIAN MANUFACTURER

DEVOTED TO THE MANUFACTURING & MINING INDUSTRIES OF THE DOMINION.

INDUSTRIAL WORLD.

Vol. 5.

TORONTO, AUGUST 6, 1886.

No. 15.

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AND INDUSTRIAL WORLD.

VOL. V.

TORONTO, ONT., AUGUST 6, 1886.

No. 15.

CANADIAN POLICY AND IMPERIAL FEDERATION.

WHEREVER Canadian's National Policy is objected to, either directly or by implication, Sir Charles Tupper may be trusted to speak out for the Dominion, if he be there to hear, or to see. It is no mere dummy or "Lumber Log" High Commissioner, to quote an expression of Carlyle's, that represents us in London to-day. We learn from the *Canadian Gazette* (London) that at a recent Congress of the Chambers of Commerce of the British Empire, Mr. J. G. Colmer read a paper on "Emigration." He thought that some emigration scheme or other might be organized on a commercial basis—advances to be made to settlers in order to give them a start, the same to be repaid in a few years when improved circumstances enabled the settlers to do so. In the very brief and condensed report of Mr. Colmer's speech, we see no allusion to protection in Canada; but something of the kind there must have been, as appears from what our High Commissioner said afterwards.

An interesting discussion took place, and Sir Charles Tupper said he thought it right to explain that Mr. Colmer had presented in his paper, not the ideas of the Canadian Government, but his own as a member of the Chamber of Commerce. The fiscal policy of Canada to which Mr. Colmer had objected was not a matter of choice on the part of the Dominion. With a population of 5,000,000 alongside a population of 50,000,000, as in the United States, they found that by free trade, instead of contributing advantages to Great Britain, New York and Boston were rapidly becoming the commercial capitals of Canada. The certain amount of protection adopted had not had the effect of decreasing British imports into the country, but had actually increased them; while the surplus revenue acquired by Canada had enabled them to develop their internal resources. He thought Her Majesty's Government could not confer a greater service upon the Empire than in lending to industrious emigrants the means of taking up that rich fertile soil of which Canada made a free gift. By so doing millions of strong arms and loyal hearts would be found ready to defend the Empire in case of need. Mr. Andrew Robertson, of Montreal, also took part in the discussion; and a resolution urging Her Majesty's and the Colonial Governments to take steps to encourage direct emigration to the British Colonies was adopted.

Later on in the Congress the Marquis of Lorne introduced the question of Imperial Federation. In the course of the discussion Sir Alexander Galt said that he did not think that Great Britain was in a position to make most favored-nation treaties with foreign countries, because it had little or nothing

to give in exchange. It was different in the Colonies, and what was beneficial to England might not be to them. For this reason the Colonies ought to be consulted before being included in any treaties made by the Home Government. Sir Charles Tupper said that the question of Imperial Federation was now engaging every one's attention, and he thought that the time had come for devising some plan which might be brought before the public mind as a practical solution of the question. There were great difficulties in the way of Parliamentary federation, and the delay which must elapse before its accomplishment rendered it desirable that we should turn our minds to means for providing a practical federation of the Empire, without waiting for the process by which we might obtain Parliamentary federation. In all parts of the Empire there was the very greatest of loyalty to the Imperial connection; but if we could bring into operation the potent factor of self-interest, a bond would be created even stronger than existed at present. It was not enough to grant perfect freedom; we must make it advantageous to the Colonies which belong to the Empire. In regard to the protection of commerce, he objected to a tariff being levied on Colonial shipping according to tonnage, because Canada would then bear an unfair proportion of the burden, and because the Colonies had already contributed their share. They had not only shown that they were able to take care of themselves, but that they could in case of need aid the Mother Country herself.

The following resolution was subsequently adopted:—"That the Conference regards with satisfaction the *status* given of late to the representatives of the Colonies: and desires that they may be always consulted in reference to any commercial treaty, being assured that such consideration will tend to develop trade within the Empire and aid in its defence in time of war."

It will be seen that Sir Alexander Galt, also, was by no means backward in coming forward on behalf of the Canadian Policy. Without exaggeration we may say that "there's millions in it"—that is, in Canada's having a strong, live representative in London—a man who can speak for us at any moment, and who can act in an emergency too, were the call to come at two o'clock in the morning.

THE CONDITION OF TRADE IN ENGLAND.

The following cable despatch from London, under date of August 3, has been published in the daily papers:—

"The final report of the Commission appointed by the Conservative Government in 1885 to enquire into the causes of the depression in trade, will announce that the commission has not found any evidence of depression as regards restriction of trading operations. The volume of British trade has increased

more than commensurately with the growth of the population. Low prices and the consequent diminished profits constitute the only evidence of depression. There has been a greatly prolonged period of over-production, owing to a vast increase of wealth in the country. The Commission does not believe the legislation regarding labor has injured trade, and deprecate an increase in the number of hours of labor and a diminution of wages. The report distinctly favors trades' unions. The Commission considers the recent failure of agricultural production the main if not the sole cause of the diminution of the home trade, which otherwise, the Commission believes, would be in a satisfactory condition. The condition of the working classes, the report says, has greatly improved in the past twenty years. Competition both in the home and foreign trade is greatly increased, especially as regards Germany, whose trade is improving and pressing England closely at home and abroad. No fiscal alteration is suggested, and no reference is made to protection or reciprocity. The Commission urges that British factories adapt their manufactures to the necessities of foreign markets, in which respect the Commission says Germany excels."

Probably the Commission has done wisely in leaving out suggestions as to protection, reciprocity, or other proposed remedies for the present depression of trade. The Prime Minister who appointed the Commission is in power again, and now let he and his Chancellor of the Exchequer, Lord Randolph Churchill, take the facts presented in the report, and from them decide what the Government's duty is in the premises. Two years ago Lord Churchill spoke strongly in favor of protection at a public meeting; we shall soon see whether he has backbone enough to declare himself of the same opinion still. For be it remembered that in England the public man who comes out for protection needs a good deal of moral courage, and must be prepared to face the music of ridicule and calumny. Lord Randolph will be a brave man indeed if he dare repeat as Chancellor of the Exchequer what he has said as a member of the House not in office. However, even now it can be seen that this state of things is rapidly passing away, and that the general voice is not nearly as unanimous for free trade as it has been for about forty years past. With regard to the trade question, the public mind is taking on another temper, and we may entertain a shrewd suspicion that both Salisbury and Churchill are watching and waiting for fit opportunity to declare, on behalf of the new Government, that free trade is yet on its trial, and that to a certainty Cobden's rose-colored prophecies of its speedy spread over the civilized world have not been fulfilled. But meantime the all-absorbing Irish question stands in the way, and compels the postponement of many things which are urgently called for by the necessity of circumstances. British trade suffers, and we suppose must continue to suffer, until this apparently interminable Irish question be got out of the way.

THE TARIFF OF 1858.

ALL honor to Sir John and Sir Leonard Tilley, for their bold presentment of the tariff of 1879. But it was not the first protectionist tariff in this country, by any means. It is important to say that the protectionist tariff of 1858 was the beginning of National Policy in Canada. Sir John A. Macdonald took a prominent part in that movement, but no other

living Canadian statesman did, except Mr. Bowell, our present Minister of Customs, and Sir A. T. Galt.

We mean, of course, those who are in active political life: a very few still live, but in retirement. But of the few now remaining, who fought the battle of 1858, Mr. Bowell is one of the most conspicuous. He was not a general then, but he was an energetic lieutenant, who gave promise that he was going to be a general some day.

The tariff of 1858 laid the foundation of protection in Canada. Its provisions were these: a general tariff of 20 per cent. on imports, with 25 per cent. on manufactured clothing, also on boots and shoes and other articles of leather manufactured. Now, let us note what this tariff of 1858 did.

It started manufactures everywhere in Old Canada, but especially in Ontario. Mowing and reaping machines, before made in the States only, began to be made in Canada. We challenge production of the facts, in one case, at least. The late Joseph Hall started his works at Oshawa because of the protection tariff of 1858. But for the tariff, the works would have remained near Rochester.

The protectionist movement of 1858 really gave what life we have to later movements. We must recognise that as the beginning of National Policy in Canada. But it did not attract very much attention in England then, and why?

At that time English exporters had no idea that there was going to be any manufacturing in Canada at all. To them this was a "wooden country," they did not, in fact, know anything about it. A revelation came. The Cornwall Woollen Company made blankets so good and so cheap that they were actually taken by the Hudson's Bay Company's agents in preference to English blankets. Immediately came the tug of war. English manufacturers sent for samples of the Canadian blankets, imitated them with two-thirds wool and one-third jute, undersold the Canadian make, and closed the Cornwall factory for a time.

The tariff of 1858 was a fair tariff for those times. It did pretty well for a while, because then neither English nor American manufacturers imagined that they had competitors in Canada. But times are changed now. We are in competition with Massachusetts and Pennsylvania and Lancashire and Yorkshire; and they all know it. It was imperatively necessary that the tariff of 1858 should be supplemented by that of 1879, but let it be remembered that the older movement was the real National Policy movement for Canada. For confirmation of this statement we appeal to Sir John and to the *Globe*, two good authorities.

LET OUTSIDERS KEEP OUT.

WE get the following from the *New York Sewing Machine Journal*--

The Manhattan Sewing Machine Association comprises about one hundred members—all Singer employees. A week or so ago, perhaps longer, they fancied that they had a just cause against the Singer Company, so they sent a committee of two (both non members), to talk the matter over with the officers of that company. As this committee were neither sewing machine men, or members of the association, the company officers very properly refused to confer with, or recognize them. Later, a committee of the association, accompanied by two

members of some outside labor association, called upon the company to state their case, when they were politely informed that an audience would be given to members of the association proper, but the two "labor knights" must step aside, as the company would in no way recognize them. It is needless to say that they "stepped down and out," when two hours' conference was held with the general city manager, to whom the matter had been referred by the officers of the company.

It ended as all such meetings will, when the proper parties have the matter in hand—both sides being perfectly satisfied when the conference ended. It is always "outsiders" who cause trouble in labor matters; and we would advise all sewing machine men to state their own case rather than leave it for foreign brains to do. If you have any fault to find, face the occasion squarely; but don't for Heaven's sake bring in outside aid to state your grievances. If you can't do it you have no case.

This is the way things are tending in the United States. A willingness on the part of manufacturers to meet in friendly conference, each his own men, in the first place, and next, if that fails, to meet the trade as a body. But as for meeting those who are outsiders altogether—well, it has not come to that yet.

A GODSEND TO ENGLAND.

For the time being, at all events, the labour troubles in the United States are proving a godsend to England, and to Scotland also. The contract for a great steel bridge in New South Wales, that might have gone to America, goes to the West of Scotland instead. And that, we thoroughly suspect, is but one instance out of many, few of which ever get into the papers at all. American iron-workers will have to moderate their demands, or see work fall off. A protective tariff does wonders for them, as it always does for the workers of any country when adopted, but there are limits.

A LITERARY COUP D'ETAT.

Of all the surprises to which the reading public has been treated by Mr. Alden's surprising *Literary Revolution*, perhaps the most remarkable is the last.

Two of the choicest and most famous books in modern literature, Washington Irving's "The Sketch Book" and "Knickerbocker's History of New York," are just published in style worthy of this most widely celebrated and universally honored of American authors. The two books together form one of the nine volumes of his works also just published. The type is large, leaded, beautiful; the two volumes bound in one comprise 606 pages; the binding is half morocco, marbled edges. The only other edition in the market that at all compares with this or rivals it, is advertised by the publisher at \$3 per volume.

Mr. Alden's price when sold in sets of nine volumes, is a little less than \$1.00 per volume. He now offers this single specimen volume until September 1, 1866, for the price (if it can be called a price) of 50 cents, by mail, postage paid.

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A NEW SORT OF DESPOTISM.

The *Chicago Times* comments on the labor situation as follows: "The infernal tyranny of the Powderly government is well illustrated by one of its recent exploits in New York. A certain plumber has two sons approaching manhood, whom he is educating in his own trade. He employs a dozen journeymen and so, according to a law of Powderly government, is 'entitled' to have in his workshop one apprentice only. Some days ago the journeymen, loyal subjects of the Shah Powderly, called his attention to the fact that he was disobeying the Powderly statute by placing his two sons in the workshop and notified him that he must send one of them away or they would strike. Believing that he was the owner of the establishment, and that in this country a man has a right to manage his own property and conduct his own business, and also that in a free land it is the right of a father to decide whether he may or may not employ his own sons in his business, he refused to obey the Powderly mandate. When the father refused to turn one of his sons into the street in obedience to the laws of Powderly, the faithful subjects of that American despot left the shop and proceeded to apply the boycott penalty. And to settle that 'controversy' between the Powderly despotism and the law of the land without executing the latter, some demagogues at Washington proposed to erect a new establishment of officialism, and send a 'department of labor' to coddle, and flatter, and encourage the lawbreaking villany and offer to 'arbitrate' between the infamous wrong of a lawless despotism and the unquestionable right of the civil law."

WHO PAYS THE DUTY.

(Berlin News.)

ALL who heard Mr. Charlton, if they believe quarter what he said, must have come to the conclusion that we are the most "groaning" people in the world. You would actually think from his crocodile tears that the poor farmers and mechanics are actually working with their sleeves rolled up no less than three hundred and sixty five days in the year, for no other purpose than to pay the enormous taxes that are levied on the unfortunate people of Canada. It is no wonder that those deluded Grits who place the least confidence in the agonizing cries of the Blakes, the Patersons, and the Charltons, are so ready at all times to emigrate to Uncle Sam's dominions, where taxes on the general consumer are fully twice as heavy as they are here. Now, we assert, as we have done over and over again, that an ordinary Waterloo county farmer, who does not spend his money on whiskey, beer or tobacco, pays an almost imperceptible portion of these taxes. Of course if he spends his earnings on the above articles we admit that he contributes largely to the millions of which we hear so much on Grit platforms. But when the farmer and mechanic get their tea, coffee, sugar, and most of their clothing, which is Canadian make, without paying a cent of duty, where does the groaning come in? We have stated over and over again—and every business man knows it to be true—that most, if not all of the duty paid on goods which we can manufacture or produce is paid by the producer. Only yesterday we received a circular from Buffalo, offering to pay the duty, which was increased last spring, on some goods they are trying to sell us. This is what all sensible people are aware of and they feel glad that the tables are turned. They have long enough paid the duty for the stuff they sent to the States, and now they are pleased to see Mr. Yankee take some of his own medicine, however much he dislikes it. We say that on goods which we can't produce or manufacture, we pay the duty ourselves, but on goods which come in competition with those which we produce ourselves, the producer pays most if not all the duty.

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 J. A. Pillow, Montreal.
 A. Warnock, Galt.
 W. Millichamp, Toronto.
 R. McKechnie, Dundas.
 B. Rosamond, Almonte.
 Geo. Pattinson, Preston.
 Daniel Lamb, Toronto.
 Charles Riordan, Merriton.
 George Booth, Toronto.
 Isaac Waterman, London.
 W. H. Storey, Acon.
 Wm. Birkett, Dundas.
 C. Shurley, Galt.
 John Taylor, Toronto.
 M. B. Perine, Doon.
 Thomas McDonald, Toronto.
 R. S. Hamlin, Oshawa.
 B. Greening, Hamilton.
 Geo. W. Sadler, Montreal.

J. F. Ellis, Toronto.
 J. R. Barber, Georgetown.
 John Fensom, Toronto.
 Robert Mitchell, Montreal.
 L. Côte, St. Hyacinthe.
 H. N. Baird, Toronto.
 John Elliott, Almonte.
 Wm. Christie, Toronto.
 J. B. Armstrong, Guelph.
 C. Raymond, Guelph.
 Murray A. Kerr, Hamilton.
 W. F. Cowan, Oshawa.
 J. S. Larke, Oshawa.
 H. Heintzman, Toronto.
 George Lang, Berlin.
 F. Strange, Toronto.
 D. R. Wilkie, Toronto.
 P. Freyseng, Toronto.
 F. Crompton, Toronto.
 John McClary, London.
 Carl Zeidler, Toronto.
 C. A. Birge, Dundas.
 Wm. Harty, Kingston.

W. G. A. Hemming, Toronto.

All Manufacturers are invited to become members of this Association. Full particulars will be furnished on application to the Secretary.

Editorial Notes.

SAYS the *Toronto Mail* Mr. James Clark, of the Engineers' Court, at the Colonial Exhibition, has written to the Hamilton Rolling Mills Company to enquire at what price the company will deliver from fifty to a hundred tons of nails monthly at Liverpool. Great Sir Richard' Can it be that Englishmen are looking to Canada for manufactured articles?

THE *Lumberman's Gazette* (Bay City, Michigan) says: "The Emery Lumber Company brought over another load of logs from their Georgian Bay possession last Saturday, the Wahnapetac barge being loaded with 600,000 feet of pine logs. Having made all their arrangements to cut the products of their Canadian timber limits on the Saginaw river, they are not to be deterred by the additional export tax."

A DISPATCH from Sydney, New South Wales, says that the House of Assembly, after a stormy debate which lasted fifty-six hours, has passed a new tariff bill. New South Wales has heretofore been inclined towards Free Trade, but the industrial distress of the colony, thousands of workmen being idle, having nothing to do, has led to an agitation in favor of a Protective tariff. The colony of Victoria has been devoted to Protection for years, and is prosperous.

UNDER the heading of "Textiles" will be found an elaborate and interesting review of the cotton manufacture in New England, taken from *Bradstreet's*. Comparing the past with the present, the writer says that 1885 was a great improvement on 1884, while 1886 shows still further improvement on 1885. Over the border the cotton trade was at low water mark in August, 1884; and has been on the rise ever since. Wages are at least ten per cent. higher now than they were last year; alongside of which the fact is noted that strong alliances have been formed among the manufacturers, the operation of which is proving itself efficient for the prevention of strikes. On the whole a most interesting and valuable paper.

THE Canadian Pacific Railway now being in operation through to the Pacific coast, and many merchants and manufacturers of Canada having expressed a desire for some special facilities for canvassing the trade of the Canadian North-west and British Columbia, and a special commercial train having been suggested for this purpose, the Canadian Pacific Company proposes, if a sufficient number of subscribers can be secured to justify the running of such a train, to fit out a special train of new box cars of the largest size, provided with steps and windows, and with the necessary shelving and tables for the display of samples of goods, and to provide in the train one or more first-class sleeping cars and a dining car. The train will be fitted with air brakes and with all necessary appliances to secure comfort and safety. The box cars proposed to be used are eight feet wide by thirty-four feet long and it is assumed that one car equally divided will, in most cases, accommodate two firms in different lines of business; but one firm may secure an entire car at something less than twice the rate for a half car, if accommodations have only to be provided for one man, but if two men are sent with a whole car the rate will be double that for a half car.

WE copy in this issue an article from the New York *Commercial Bulletin*, on "The Business Outlook"—in the United States, of course. It will be seen that our contemporary takes this view, to put it briefly—that 1885 was an improvement on 1884, and that 1886 gives promise of being better still. This, let us remark, harmonizes with the view taken in an article from *Bradstreet's*, on the cotton trade, which we also copy in our present number. One thing we must note, the signs of "an enormous harvest" are not quite so apparent now as they were when the *Bulletin's* article appeared. Nevertheless our contemporary shows a foundation of commercial facts amply sufficient to support its main conclusion—that 1886 is showing itself a year of expansion and improvement in business generally. And but for the "ill-advised labor agitations" it would certainly have been better still.

A HALIFAX despatch dated Aug. 2nd says:—"For more than a year a mammoth timber raft has been building at Joggins, on the Bay of Fundy, a point from which immense quantities of timber and piling are exported to New York. The shipment of this timber in rafts instead of by vessels would save a vast amount of money in freight duty and would revolutionize the business as at present carried on. The raft is 420 feet long, 55 feet wide, 35 feet high and contains 2,500,000 feet of timber built in the shape of a cigar and bound together by massive chains running from stem to stern and winding round it at every seven feet. The pile weighed 8,000 tons and was built on an enormous cradle running down to the shore. The phenomenal tides in the Bay of Fundy at this season cover this cradle, and it was expected that at high tide the raft would be lifted off the cradle and floated. Over 3,000 persons assembled to witness the launch on Saturday, but the raft would not budge an inch. Tugs were despatched to Ambush for jackscrews. They were worked all Sunday morning and precisely at noon the huge pile glided smoothly seaward. When 200 feet down the cradle broke with a crash that was heard for miles. Hardwood timber two feet in diameter snapped like pipestems and smashed into match wood. The cradle became a total wreck, but the raft held together, although its position is such that it looks impossible ever to float it successfully to New York. The whole loss will fall on New York men." To which let us add: What a pity the launching of the raft was not favored with a real high tide, in which case it would probably have been quite an easy and successful affair.

THE BUSINESS OUTLOOK.

SIX months ago, in a review of the business situation, we came to the conclusion that the year 1886 would witness a continuance of that improvement which had been growing very gradually during 1885. The early days of January, 1886, gave abundant hope that such a forecast would be realized. The old year's accounts had been closed up, with remarkably few disturbances in commercial circles. February was also a good month, but in March a new and unexpectedly powerful element of disturbance arose in the labor agitations. Beginning in a large way in Brockton, Mass., these strikes and lockouts raged all over the eastern and middle states with a violence never before known. Good business was changed to bad. The entire situation was altered and continued to dis-

appoint the early hopes of the year as long as the disturbances continued. By the first of June the labor troubles had in a great measure quieted down, and since that time the Lake Shore strike has been the only important outbreak.

The condition at this opening of the last half of 1886 is one of peace and promise. The army of idle workmen are very largely employed. Despite the speculative reports the signs are of an enormous harvest. The iron and steel industries are very active throughout the country, according to Secretary Swank, of the Iron and Steel association. Railroad building—than which there is no better indication of the development of the country and the confidence of capitalists in the situation—is much larger than last year; 1886 promises to be one of the big years in this line. The textile situation is quite favorable. Dry goods dealers are having an excellent trade and are looking forward to an unusually good fall. The consumption of leather goods is very large and the tanneries and shoe factories are active, but the inequality in the price of the raw and finished product continues a drag upon this branch.

The failures for the half year closed June 30 have numbered only 5,156 throughout the country, with liabilities of \$50,434,460, which reflects a decrease of fourteen per cent. in the number and of thirty-two per cent. in the liabilities as compared with the first six months of 1885.

Another favorable feature is the increased railroad earnings. Out of 63 leading roads 42 have made an increase in their gross earnings for the five months ending May 31st as compared with the same period of 1885. The total increase in the gross earnings of these roads in this period has been \$4,086,694. Deducting the amount of the total decrease made by 11 roads and there is still a net increase of \$1,848,502. Now these increased earnings mean a larger volume of business, and large volume of business means increased purchasing power of the masses, which is in itself increased prosperity. When the full returns for the six months are in, this showing will be improved upon. In place of the demoralization in New York railroad centres last year, by which the whole country was disturbed, we now have peace—dearly bought, it is true—but nevertheless a great improvement over the former condition of affairs. Thus, for the quarter ending June 30, the net income of the N. Y. Central, apart from charges, was \$2,918,000, as compared with \$1,724,770 for the same period last year. The net balance, after paying fixed charges, is this year \$993,000, against \$239,770 last year. The dividend for the quarter is 1 per cent, as against 1 per cent last year, and leaves a net surplus of \$97,717, as against a deficit of \$207,371 last year.

The business for the nine months ending June 30 leaves, after the payment of the dividends, a surplus of \$243,151, against a deficit in the same nine months of last year of \$595,988. In like manner the Lake Shore road shows a surplus of \$243,158, as against a slight deficit in the first half of last year. The Michigan Central reports a surplus for the half year of \$427,000, against a deficit of \$233,000, and the New York, Lake Erie and Western report a gain in net earnings of \$1,227,663.

Finally we reserve for mention the clearing house figures, which are undoubtedly the best statistical indication the country affords. For the week ended June 26 there was an increase over the same week in 1885 in the clearings at every reported point in the country—a result which has not happened for five years. For the first six months of 1886 the clearings have been \$23,248,647,449, or an increase of over 28 per cent as compared with 1885. Outside of New York the clearings show an increase of nearly 16 per cent during this period.

These are encouraging signs and figures and may well impart hope and confidence. The year will not show the increased prosperity that might have resulted but for the ill advised labor agitations, but that it will prove a decided improvement on 1885 we have no doubt.—*New York Commercial Bulletin*.

Business Notes.

THE sheriff has possession of the general stock of George Stephens, of Mount Elgin, and it is advertised for sale.

THE sheriff has seized the Hotel property of Robert Bennett, of Stirling, which is to be sold on the 6th inst.

THE stock of Johnson & Geach, of Fenelon Falls, has been sold by creditors and realises 81½c. on the dollar.

JENNINGS & HAMILTON, of this city, who recently assigned, are endeavouring to secure the stock with a view of running it off.

AFTER fifteen years' experience in general business at Interlop, T. G. Goulding has assigned in trust. His liabilities are estimated at \$6,000.

THOMAS T. KAVANAGH, general dealer, at Malloytown, has assigned to James Smart, Sheriff of Leeds County, and a meeting of creditors is called for the 6th inst.

CREDITORS refused the offer of 50c. on the dollar made by Summers-Smith & Summers, of this city and the stock has been sold. The estate will pay creditors 50c. on the dollar cash.

J. CALDER & Co., of Hamilton, hold an assignment from Henry Orrin, of Guelph, who owes about \$3,000, and has stock to pay this with valued at \$2,000.

W. REAL, a King street tobacconist, has made way for the sheriff. The stock was sold at 50c. on the dollar, which will pay about 25c. on the dollar to creditors.

THE firm of Lyon & Alexander, wholesale photograph materials, have dissolved partnership, the business being continued by H. S. Alexander. Mr. Lyon contemplates opening out a new business.

GAULT BROS. & Co., of Montreal, who have held a chattel mortgage on the stock of William J. Youngclaus, of St. John, N.B., have foreclosed and an assignment has been made. The liabilities will amount to \$7,000.

THE creditors of James R. Trimble, Flesherton, have refused to grant him a compromise, and the stock has been sold. Some of the creditors could not understand how a surplus of \$9,000 had turned so rapidly into a deficiency, hence their refusal to grant a settlement.

A FIRM of private bankers having pressed C. L. Papst, jeweller, of Scaforth, he assigned to his father-in-law, John S. Porter. The liabilities amount to \$4,000, preferred claims \$2,100, assets are nominally \$4,900, and actually \$4,200. He compromised in February, 1885, at 60c. on the dollar.

J. W. SUTHERLAND, general dealer, Katimic is offering 60c. on the dollar in three, six, nine and twelve months, last three payments secured by his brother Samuel, who is a farmer near Delaware. Liabilities amount to \$5,500 and assets \$5,300. The deed of composition has been nearly all signed.

THE sudden departure of G. H. Spencer, saw miller of Flesherton Station, occasioned very little surprise as his habits of late have been such as would lead to failure. The sheriff has taken possession of the mill, but Spencer's father claims the property and forbids the sale. There are a large number of creditors.

THE Ontario Silver Co., of Thorold, not having met with the success expected have decided to go into liquidation. The company was incorporated in November 1884, the authorized capital being \$50,000, of which \$38,000 has been paid in. The promoters were nearly all residents of Niagara Falls, N.Y.

J. H. THOMPSON, who has been carrying on stationery business at Ebeayagon for several years, is reported missing. He is said to be a defaulter to the Municipal Council, for which he was clerk, and a defaulter to an insurance company to the extent of \$800. He left his stock in the store and wrote from Buffalo saying he had left and was not going to return.

THE assignment is announced of Guillaume Boivin, wholesale boot and shoe dealer, of Montreal. He failed some years ago and paid 75c. on the dollar, at that time he owed \$52,000. In 1884 he became embarrassed through the suspension of Cassida, Stinson & Co., since which he has struggled hard to keep afloat. The liabilities will be heavy and the estate is not expected to pay more than 40c. on the dollar.

THE firm of Lindsey Bros., Shelburne & Stayner, sustained a loss of several thousand dollars by the burning of the Stayner stock, and this together with crediting too freely has embarrassed them. They owe \$22,000 and have assets of \$16,000. At a meeting of creditors held recently they offered 40c. on the dollar in three, six, nine and twelve months, which has not been accepted, and an assignment has been made to A. R. C. Clarkson.

THE window glass factories of the United States shut down Monday night, June 28th, this being the late fixed for the regular summer suspension. The glass-workers will hold their annual convention next week, when a scale of wages will be fixed for presentation to the manufacturers. The factory owners have unanimously agreed that a reduction in the present rates is absolutely necessary.

THE Nut Button manufactures are carried on in Berlin and Gossnitz-Schmoln, as well as in Russia, England, and North-America, but the chief seat is in Austria. The largest manufactory on the Continent is that at Wugstadt in Austrian Silesia. The raw material comes largely from South America, viz., the fruit of the *phtelephas macrocarpa* or ivory nut, of which Hamburg imports some 600,000 centners yearly. Berlin produces the finer goods and Gossnitz-Schmoln cheaper goods. *Kallow's German Trade Review.*

THE woodlands of Louisiana are fast passing into the hands of Northern men. Four years ago a number of Western capitalists sent their agents down there to examine the Southern pine. These agents sent back the most favorable reports, urging the firms they represented to make purchases. The result has been that up to July 1st, 1886, 1,150,532 acres, mainly of pine lands, had been bought at \$1.25 an acre, about one-half of all the government land on the state, and nearly one-quarter of the area covered by the long-leaved pine. This is all pecked land, and though only one-fourth of the area, contains half the merchantable long-leaf pine timber in Louisiana.

BRITISH COLUMBIA has come to the front, since the practical completion of the Canadian Pacific Railway, fully as rapidly as her well wishers had confidently predicted. Enough is known already respecting the province to arouse keen interest in it amongst intending emigrants, and to foster the belief that its attractions are such as to draw to it a fair proportion of the surplus capital and labor of the Old World. But further information of a more detailed character is being daily sought, and efforts are being promptly made to supply it. Messrs. Allsop & Mason, of London and Victoria (British Columbia), have issued a pamphlet by which useful work in this direction will doubtless be done. The writers are at calling attention to the immense undeveloped wealth of the province, and its great importance to the commerce of the world. Hence they briefly but clearly indicate the variety and commercial value of its fish, timber, and mineral resources; its scenic attractions; and the advantages it offers as a place of resort for health or recreation. They specially emphasise the opportunities which are now offered of advantageously investing in the province the capital which, to quote the pamphlet, "always appears in England in excess of demand." Writing upon the strength of a business experience in British Columbia, which extends over a period of twenty-three years, Messrs. Allsop & Mason point out the modes of investment which can be specially recommended, and the information they are able to furnish will doubtless be sought for both by capitalists and emigrants interested in a province, than which Lord Lorne declared "there was no fairer land in the world." *-Canadian Gazette.*

F. E. DIXON & Co.

MANUFACTURERS OF

Patent Lap-Joint, Star Rivet

LEATHER BELTING

SOLE AGENTS FOR

PHOENIX BELT OIL

The Only Perfect Belt Dressing.



IT will make the leather more durable.
 It will effectually prevent the slipping of the belt.
 It does not affect the cement which holds the laps together.
 It does not increase the stretching of the belt and thus render it narrower.
 It makes the leather perfectly water-proof. Belts dressed with this oil can be and are run in places where the temperature reaches 160 to 175 degrees, while in the other extreme, we have endorsements from owners who run their belts in ice houses. Indoors or out, in any kind of weather, wet or dry, hot or cold; belts thoroughly dressed with Phoenix Oil will always run satisfactorily.

.....
 SEND FOR PRICE LIST AND CIRCULARS
 And our Latest Pamphlet on Belting.

F. E. DIXON & CO.

70 KING STREET EAST.
TORONTO.

WARRANTED FOR CATALOGUE AND PRICES

The DODGE "INDEPENDENCE" WOOD SPLIT PULLEYS



WITH PATENT BUSHING SYSTEM

Best Belt Surface, Lightest, Strongest, Best Balanced, and Most Convenient Pulley in the World.

EVERY PULLEY A SPLIT PULLEY.

The hole in every pulley can be readily bushed to fit any sized shaft. Bushings furnished with each pulley. Guaranteed to give from

30 TO 60 PER CENT MORE POWER THAN ANY IRON PULLEY.

Strong enough for any power required. Made in any size and width, from twelve inches to sixteen feet diameter.

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We will furnish a Pulley for any service for 30 days free of charge, if it does not meet the warranty. Prices as low as any other good Pulley. Send for Catalogue, Price List & Guarantee

70 PER CENT. LIGHTER THAN CAST IRON

And 50 per cent. Lighter than Wrought Iron or Steel Pulleys.

READ THE FOLLOWING.

NORTHWESTERN MANUFACTURING & CAR COMPANY,
SMATTO & DENNIS, MINNEAPOLIS, MINN. STILLWATER, MINN., August 15, 1884.
Gentlemen: You ask why we use the Dodge Patent Pulley. I answer because we consider them the cheapest, most convenient and satisfactory in all particulars.
Yours truly,
S. R. STIMSON, General Manager.

OFFICE OF NEWTON WAGON CO.,
CATAVIA, ILL., Feb. 17, 1885.
C. I. RICE, AGENT, CHICAGO, ILL.
Dear Sir: Replying to your favor, will say that after using the Dodge Wood Split Pulley for a year or more we are satisfied they are a good thing, if not the best Pulley made, and shall use them hereafter in preference to any other we know of.
Yours truly,
NEWTON WAGON CO.

We have sold these pulleys for one year, and they have been put to every kind of service, and their popularity is wonderful. We refer in the following to users for proof of the above statements: Pillsbury & Halbert Elevator Co., Minneapolis; R. M. Pratt & Co., Elevators; Northern Pacific Elevator Co.; The Pacific Elevator Co.; Minneapolis Harvester Works; Minneapolis School Furniture Co.; M. & St. L. R. R. Co.; Wallford & Northway; Washburn, Crosby & Co.; St. Paul Electric Light Co.; St. Paul Roller Mill Co.; Minneapolis Brick Co.; N. W. Mfg. & Car Co., Stillwater, Minn., and very many others.
SMATTO & DENNIS, MINNEAPOLIS, MINN.

THE WORLD'S INDUSTRIAL AND COTTON CENTENNIAL EXPOSITION,
NEW ORLEANS, MARCH 19, 1885.
W. H. DODGE, PRES.
DODGE MFG. CO., MISHAWAKA, IND.
Dear Sir: I have a number of your Patent Wood Split Pulleys in use here at the World's Fair and Cotton Centennial Exposition, driving Dynamos for Electric Lighting. They are doing heavy work, and are held upon the shaft by the compression of wood on iron. They hold firmly, and do not slip. I have watched with a great deal of interest the many Pulleys of your make running at this Exposition; and I think them the best Pulley I have ever seen. I believe them to possess the following points of merit over any other Pulley: All Pulleys being split or in halves; best belt surface; best shaft fastening; best method of utilizing Pulleys to shafts of different sizes; best balance; lightest on the shaft; strong, and I believe durable. I heartily recommend them.
Yours very truly,
S. H. GILMAN,
Chief Consulting Engineer.



Waste of Power.

According to the best scientific authority it costs one horse power to keep in motion one ton of metal or wrought iron for every unneccessary 2,000 pounds weight on your line shaft, cost you one horse power. To maintain a horse power costs from \$80 to \$125 per year. Any manufacturer who will take the pains to investigate the unnecessary weight by Heavy Iron Pulleys, *see right side, etc.*, will be surprised to find the enormous waste of power consumed in this manner. **\$5,000 Dodge Patent Wood Split Pulleys** now in use. (Our capacity being now equal to 100 Pulleys per day, we shall hereafter keep in stock for immediate shipment all sizes.)

Send for Illustrated Circular and Reference List.

THE DODGE WOOD SPLIT PULLEY CO.,

81 to 89 Adelaide Street, West, TORONTO, CANADA.

TAKE NOTICE:—Our List of Prices for the DODGE PATENT WOOD SPLIT-PULLEYS is for ALL SPLIT-PULLEYS.

We beg you will note this fact when comparing our List with others which are for SOLID RIM, and NOT for Pulleys in HALVES.

EXHIBITION NOTES.

(From the Canadian Gazette, London, England, July 22nd.)

We are glad to learn that, on the recommendation of the Canadian Executive Commissioner, the Royal Commission has set apart a room in Old London for a Colonial Exchange. Here exhibitors may meet to discuss matters of trade relations and the possibilities of future developments. The want which this exchange will supply has been much felt, not only now, but before the Exhibition. Perhaps the present step may lead eventually to the establishment of a permanent Colonial Exchange in London, where samples of Colonial goods likely to meet with sale at home and in other Colonies might be placed under intelligent management by each Colony.

AMONG recent visitors to the Canadian section have been the Duke of Abercorn, who paid particular attention to the machinery as well as game exhibits; Lord and Lady Lucy Silber, and Sir Samuel Brown. Other visitors have included officers of the Manchester Regiment, who are leaving with a party in the month of September for a hunting tour in the Manitoba lake regions under Mr. Hubbard's directions. A party of eight is also starting this week on a similar trip.

THE London daily journals are somewhat late in the field in announcing the opening of the Emigration Bureau in connection with the Exhibition. Mr. Cracknell, who is in charge, has been installed for at least a fortnight past, and good work has already been done. Inquiries come from an intelligent class, and relate to all those Colonies that are prepared to receive emigrants. On the walls of the Bureau a bay is allotted to each Colony, and we are glad to see that the Dominion is already to the fore with a display of some excellent views of Canadian scenery.

THE number of visitors to the Exhibition last week reached 153,159, making a total since the opening of 1,803,407. It is deemed probable that should the Exhibition close at about the same time as the previous displays the total attendance will reach no less than four millions. This estimate of course takes into consideration the expected large influx of provincial visitors in the course of the next two months.

AMONG recent inquirers in the Canadian Agricultural Court have been some representatives from the Colony of Jamaica. It appears that information regarding the resources of the Dominion is in considerable demand among the sons of Jamaican planters, many of whom have a desire to settle in some part of the Dominion. The attention of these young men is specially directed to British Columbia, probably on account of the fact that its climate more nearly resembles that of their present home.

WE are glad to learn that the Ontario Beekeepers' Association has arranged to send to the Exhibition a large supply of honey, as soon as the season's crop comes in. Inquiries are already frequent at the Exhibition for some representation of the products of Canadian beekeeping, it being known to occupy an important place among Canadian industries. It is thought that the exhibit will arrive in England about September.

THERE is undoubtedly an important movement in progress—perhaps of more importance than most people imagine—in reference to the proposed permanent Colonial Museum in London. It has, indeed, been publicly stated to be the intention of the Royal Commission to extend considerably the existence of the present Exhibition more or less in its present completeness. In view of such reports it may be well to remind Canadian exhibitors that it is unwise to place reliance or act upon such a statement, at all events before it receives some confirmation, either official or otherwise.

PRACTICAL RESULTS FROM THE CANADIAN SECTION.

CANADA'S contribution to the Colonial Exhibition is above all things practical. Hence it is interesting and important to note how far it is commanding success in this its chief aim and end. Last week we spoke of the trade results which may be expected to flow from the mineral display. The good effect of the game trophy is every day more and more apparent. Next week a party of eight start on a hunting tour for the North-West, and hardly a week passes but some sportsmen leave under Mr. Hubbard's directions. One might also point to the textile fabrics, the organs and pianos, and the miscellaneous manufactures, and enlarge upon the possibilities of results in each direction. But most patent of all is the outcome of the agricultural display. Canada's supreme want is population and capital. To attract both the one and the other, she properly realises that one of the best ways is through her agricultural resources. And it is from recognition of this fact in one united effort that Canada is deriving so great a benefit. Than Captain Clark, now in charge of the Agricultural Court, there can be no better authority on this point, and he emphatically says:—"The fact that we exhibit our agricultural products as one Dominion rather than as isolated Provinces is a great point. We don't spread the whole over so many courts as our friends the Australians have done. All question of jealousy between Province and Province, district and district, is entirely done away with, and we present a solid front. No matter regarding what Province inquirers want information, I can point my explanations with the products of every part, from eastern Prince Edward Island to the distant Vancouver."

THE visitors to the Agricultural Court fall, according to Captain Clark, into one of the following classes:—Those having relatives and friends in Canada, those about to emigrate, the investing class and the commercial class. To the first class, those having friends in Canada, many visitors belong, and they all have reports of those in the new land. As a whole, these reports are so far satisfactory, as showing a strong liking for the natural conditions of Canada and a faith in their own future independence. That there should be no unfavorable reports would be as unnatural as to imagine that every settler who leaves the British shores is suited to the new life. This, however, Captain Clark finds from experience since he has been in England: that to follow up unfavorable reports with care, tracing the career of the settler at home, is generally to learn that he was and is at best indifferent to good honest work, and altogether unlikely to succeed in any country and under any circumstances. As to the second class of visitors, the benefits of the display are directly apparent in the many inquiries for literature and, what is still more sought after, personal information. London does not, of course, in itself supply an emigrating class of the most promising kind, and were it not a gathering place for all peoples of all grades, the result of the Exhibition in this respect might not be as desirable as it promises to be. And this cosmopolitan feature of the great metropolis will be more than ever strikingly represented next month when the special railway arrangements throughout the kingdom bring to the Exhibition the people of the agricultural districts of the provinces. The third and fourth classes of visitors, British investors and men of commerce, take in facts but slowly, and take long to digest them. They must not be hurried; to hurry them is often to arouse their fears of some "Yankee trick." But though progression is slow it is at least sure, and in this sense satisfactory. To speak of one class of agricultural exhibits—grain, seeds, and milling products—inquiries are constant for the addresses of shippers. The quality of these products is happily a foregone conclusion with most of these men of commerce. But with some there still remains that vague and rapidly vanishing prejudice against all things "Canadian"—a prejudice which should teach producers this moral:—"To send second-rate products to a central emporium such as England is to raise a wall of prejudice

which it will take years of good imports to overcome: send nothing if you can't be sure it will bear close inspection and comparison." Canadian meal and flour are products in which extended inquiry seems prevalent, but most of all the Red Fyfe wheat of Manitoba and the North-West claims attention. Of this the only complaint is that enough is not to be had. And why? For the very simple reason that the North-West has not hitherto had the supply to meet these outside demands. "Local demand," says Captain Clark, "and the wants of Ontario millers are such that the amount available for export out of Canada has been next to nothing. This year, on account of the splendid crop that is ripening, the problem of quantity for export to Europe will be solved, and the amount will increase each season when once a genuine start has been made towards direct shipments. Dealers here are willing and anxious to have the wheat, but their business is such that they must be able to calculate upon a fairly steady supply season after season. The very irregular and isolated quantities of the first-rate grain which it has in the past been possible to send do not at all answer the purpose."

As to the prospects of agriculture in Canada, Captain Clark is very confident. He will hear nothing of the scepticism of some of those estimable people who talk so much of a country of which they know only by hearsay; or, rather, he will hear it and meet it with solid fact. "Canada had had bad seasons? No doubt it has. What country hasn't? Has Britain good seasons all the centuries through? There's no country on God's whole earth that is free from drawbacks; you can't expect crops for fifty years successively without the smallest damage. This much, however, I know; there is no country I have yet heard of so free from drawbacks, yes, and so free from bad seasons, too, if looked at fairly, as Canada, and in this I include the prairies of Manitoba and the great North-West."

NOTES OF THE DAY.

(*Boston Manufacturers' Gazette.*)

FROM the moment Congress adjourns, business will begin to improve. It always was so.

THE steel rail manufacturers have agreed to increase their allotted production for this year by 150,000 tons, making the total 1,400,000 tons. It appears that the previous allotment had been practically marketed, and the manufacturers actually found themselves where they were unable to fill many orders for the balance of the year. It seemed probable before they took their recent action that many orders would go to European markets that are now secured for American manufacturers.

ONE great advantage of the tariff is the ease with which it enables American industry to grow without check from foreign competition. In the matter of the steel rail market, for instance, a tendency towards excessive prices, the result of combination, exists; but the manufacture of steel rails will go on just the same, yet unreasonable prices cannot be maintained for any length of time, because new and large establishments, promising great productiveness, are to enter into the business as a new factor, and operate as a check upon prices out of proportion to the price of pig iron.

THE Knights of Labor convention held at Worcester was a secret session affair, of four days' duration, and the public has little knowledge of the character of its proceedings, but enough is known, however, to say that, like most conventions, it had its quarrels, and among other things it censured roundly that faction of it that represents the trade unionists, and which attempted to introduce its seditious policy at the recent Cleveland convention, and was defeated by a large majority.

The struggle between the two rings of the Knights of Labor will now be transferred to the national convention, to be held at Richmond in October.

WITH the beginning of the fiscal year the business outlook promises well, for the following reasons: No overstock of the market; gradual settlement of the labor trouble; easy money rates; a good foreign export trade; the tariff let alone; increased railroad building; a decrease by one-third in the number of bankruptcies as compared with the first six months of 1885; an absence of wild speculation; improved feeling in the iron and steel market, which is always an unerring thermometer of the drift of trade; and last, but not least, a general feeling of confidence all around. These are a few of the deductions warranting us to anticipate a brighter future. And with improved times production will be more remunerative and the masses will feel the impulse in better wages.

NOVA SCOTIA THE GREAT BARRIER TO RECIPROCITY.

(*Halifax Herald.*)

THE Sackville *Post* deals with the claim of the "secesh" leaders and organs that if Nova Scotia were an isolated province it could easily secure reciprocal free trade with the United States. The *Post* shows that, so far from this being correct, the fact is that it is Nova Scotia's being a part of the Dominion that makes it so difficult for Canada to secure reciprocity with our southern neighbors. We quote:

"Ontario stands ten chances to Nova Scotia's one for reciprocity. The only interest in the United States that would violently oppose a commercial treaty with that province, is the one controlling the timber lands and lumber markets; the coal, stone and iron interests and the manufacturers generally of the United States would gladly embrace an opportunity to possess the free market of so large and flourishing a province as Ontario. How is it with Nova Scotia? Free entry of coal would be opposed by Pennsylvania and Ohio coal owners; free entry of her stone by the quarry interests of Connecticut, New York and Ohio; free entry of her fish by Maine and Massachusetts; and the most sanguine must admit that the day is far off when Nova Scotia vessels will be allowed to participate in her coastline trade. The great monopolies of coal, iron, etc., that are potent in congress, are, wherever this question arises, found to be in deadly hostility to any free trade in those industries that belong peculiarly to Nova Scotia. It is to be noted that this open history is not a political one; it is a commercial one; these great interests have no intention of suffering from competition in their own home markets."

This testimony is true. So far from Nova Scotia's chances to obtain reciprocity being improved by isolation, they would be wholly destroyed. But the withdrawal of Nova Scotia from the Dominion would greatly improve the chances of the remaining provinces to secure reciprocity, since it is to the free admission of the products of Nova Scotia that the principal objection arises in the United States. But with the parties that are fomenting this secession agitation facts are of no consequence. They care only for such cries as will catch the credulous and ignorant, and bring grist to the grist mill.

MR. JONATHAN WEIR has just completed two large boilers for Humphrey's mill. They are to furnish steam to a 60-horse power engine, which Mr. Weir is also building, and has nearly finished. These boilers are the first ever built in Moncton, outside the I. C. R. shops. They are made of steel plates, imported from Great Britain, and bent in Mr. Weir's own establishment. As Mr. Weir does not turn out inferior work from his establishment it will be readily understood that the boilers are of first-class workmanship.—*Moncton Transcript.*

Iron and Machinery

THE DODGE WOOD SPLIT PULLEY.

A VERY important industry having been recently started in this city, and one that should be known to every manufacturer in Canada, we are glad to be able to give our readers a brief descriptive notice of the establishment. We refer to the Dodge Wood Split Pulley Company, 81 Adelaide street west, who now have a very complete'y equipped factory for manufacturing the "Dodge Pulleys," which have become so popular in the United States that they are looked upon there as the "Standard" pulleys, and are rapidly superseding their iron substitute.

Although in operation for only about three months, the Canadian factory is running to its full capacity on actual orders, so quick have manufacturers been to discover its merits and economy in use: and quite a large order has recently been received from England as a result of an exhibit at the Colonial. The machinery for manufacturing the pulleys is all specially designed for the required purpose, and as some of them are really wonderful pieces of mechanism, it is intended to describe them in a future issue and confine this notice to a description of the pulleys, which we have seen thoroughly tested, and which every user of power who desires to economise his motive force should at once give a trial, as no written or printed certificate can do justice to their manifold advantages.

To commence with, they are *guaranteed* to save from thirty to sixty per cent. of power: and this is no mere advertising statement, but one that the company are both ready and anxious to have an opportunity of practically demonstrating to those interested, as they have already done in many instances. In order that an idea may be formed of the relative merits of the Wood Split Pulley, as compared with a turned cast iron pulley, we print the result of some tests made by the *American Journal of Railway Appliances*, which editorially remarks:

"These figures require no comment to any one who knows anything, practically, about the use of belted pulleys. We might add that at the time of our tests the writer put up the 36x12-inch poplar rim split pulley unaided."

The tests were made with a 6-inch double leather, oak-tanned belt, over a 36-inch Dodge popular face separable pulley, against a 36-inch turned cast iron pulley.

In all cases the arc of contact was 180 degrees, or half the periphery of the pulley.

POPULAR FACE.

Tension on Slack Side of Belt.	Tension on Taut Side of Belt.	HP. at 1,000 Feet per Minute.
100 lbs.	520 $\frac{1}{2}$ lbs.	12.75
150 "	833 $\frac{1}{2}$ "	20.7
200 "	1,143 $\frac{1}{2}$ "	28.3

TURNUED CAST IRON.

Tension on Slack Side of Belt.	Tension on Taut Side of Belt.	HP. at 1,000 Feet per Minute.
100 lbs.	173 $\frac{1}{2}$ lbs.	2.22
150 "	256 $\frac{1}{2}$ "	3.22
200 "	340 $\frac{1}{2}$ "	4.44

Other specially important advantages possessed by the Wood Split Pulleys are that they are 70 per cent. lighter than cast iron, 40 per cent. lighter than wrought iron or steel. Every pulley is perfectly balanced, no keys or set screws are required, every pulley is separable, and by means of the Patent Bushing system and compression fastening of wood on iron, a pulley can

be removed from one shaft and hung on another of different size in a few minutes. The Dodge system of bushing pulleys, to fit shafts of various sizes, makes this the only pulley in the world with which it is practicable to carry a stock of pulleys, so that no inconvenience and expensive delay need ever occur from a change in size of shafting or kindred causes.

Of course, in the above brief sketch, only the merest outline of the more important merits of this valuable invention has been given: and every manufacturer should send to the company for one of their illustrated catalogues, which is a perfect "text-book" on the transmission of power.

MESSRS. LEITCH AND TURNBULL'S MANUFACTORY IN THE WEST END.

(Hamilton Times.)

AMONG the many firms in Hamilton devoted to the manufacture of specialties, and who from a small beginning have made themselves a name and built up a large establishment without the aid of bonuses or exemptions, that of Messrs. Leitch and Turnbull deserves a place. Their elevators are to be found in every part of the Dominion. Of about 150 factories and manufacturing concerns supplied with their elevators a few names are printed to give an idea of those who patronize this young and painstaking firm: A. Harris & Son, Waterous Engine Works, Brantford; Goldie & McCulloch, Galt, Armstrong Carriage Works, Guelph; Penman Manufacturing Company, Paris; Almonte Knitting Company, Almonte; Massey Manufacturing Company and Morse Soap Works, Toronto; Cornwall Manufacturing Company, Cornwall; Kingston Locomotive Works, Kingston; Williams' Sewing Machine Company, Montreal; Amherst Boot and Shoe Company, Amherst, Nova Scotia. They have just finished large ones for Messrs. Copp Bros. and the Laidlaw Manufacturing Company; and on the floor are large machines for D. Kneethel's Furniture Factory, Hanover; Karn's Organ Factory, Woodstock; one for Teeswater and another for the McCormick Biscuit Works, London. The flattering testimonials received from those using their hydraulic freight and passenger elevators speak well for the future. Their success is due to the perfection of their patent safety attachments (the invention of one of the firm) and also to the strict personal supervision given to the manufacture and erection of all large machines. This, with the fact that out of nearly 300 machines of all descriptions made by them during the last seven years not one accident has occurred that could be laid to their charge, speaks well for their perfect working. The *Times* congratulates the firm on their success and hopes their future will be as prosperous as their past. Their new factory is built in the form of an E with a frontage on Peter street of 150 feet and two wings running parallel to Queen street of ninety feet each. It is heated by steam throughout, lit by gas and has telephone connection. The firm is composed only of Messrs. Andrew Leitch and Michael Turnbull.

LONDONDERRY, N.S., rolling mill, belonging to the steel Company of Canada, is to be closed down by the liquidator on the 31st August, if no contracts remain on hand; no new orders will be received thereafter. The Nova Scotia Steel Company, of New Glasgow, which has spent \$153,000 in buildings and plant is now trying to issue preference stock to the amount of \$160,000. This company manufactures bars, tire, spring sheet, sheets, plates, sleigh shoes, etc., its largest production in a single year reaching 10,000 tons. The Londonderry works have turned out over 20,000 tons. The manufacture of steel goods in Canada is protected to the extent of \$3.33 per ton of 2,240 lbs. and 10 per cent. on the value of the material besides. Pig iron manufacture is assisted by a duty of \$2.22 and a bounty of \$1.65, making a total of \$3.89, protection per ton. It seems evident that the manufacture of iron and steel in Canada is far from profitable under existing conditions.

Textiles.

STATE OF NEW ENGLAND COTTON MANUFACTURING.

AN IMPROVED AND PROMISING OUTLOOK.

(Special Correspondence of *Breadstreet's*)

Boston, July 20.—The condition of the New England cotton industry is very different from that when *Breadstreet's* reports in the summer of 1884 and 1885 were published. Two years ago, by common consent, most of the mills were running at a loss, and the desire was general to curtail production as much as possible in order to diminish the loss. The situation a year later was even worse. Manufacturers, however, felt much more confidence in the future in August, 1885, than at the same time in 1884. Of 206 concerns represented in answers received at the later period to the inquiry, "What, in your opinion, is the outlook for cotton manufacturing?" 120 found reason for calling it better than for some time before, while 23 pronounced the prospect positively bright, and only 13 reported an entire absence of promise. The conviction that the beginning of better times had appeared was, in fact, almost universal. The hope then cherished has this summer been fully realized.

A general statement of the situation to-day would be that the production of the mills is substantially once more full. No material shortage is reported either in number of hands employed, their weekly hours or the amount of machinery in operation. There is a fair demand for fabrics, with a steadily improving tendency. Profits are not large, but the margin is unquestionably better than last year, and the prospect for higher prices is considered, on the whole, encouraging.

By way of comparison it is interesting to recall the situation in 1884 and 1885. In August of the former year more spindles were silent in the factories of New England than at any time before for many years. At Lowell there was an almost universal shut-down for two weeks—the first general suspension of operations since the war. At Fall River during the summer and autumn there were several weeks of idleness. Elsewhere, in smaller places, many mills were either stopped altogether, or at work on short time, or with a small complement of help. The reduction of output from the full capacity of the New England mills during July and August was correctly estimated at 25 to 50 per cent. The only factories which ran steadily throughout the year might be counted on one's fingers. They belonged to those enormously wealthy corporations which are able to produce continuously through good times and bad. In the summer of 1885 even less machinery was in operation than the year previous. The number of hours' work per week was smaller, and outright stoppages continued frequent. Except at Fall River, concerted suspensions were less common than a year earlier, but the aggregate reduction of output during the twelve months ended September 1, 1885, was greater than in 1883-84. Out of 244 establishments from which information was received in August, 39 were idle and 100 utilized only part of their capacity.

The improvement in the business which has become very manifest this summer began to attract attention last autumn. When the season's trade opened, jobbers, having succeeded in reducing their stocks to a minimum, bought with increasing confidence. The commission houses, as a rule, did good business at prices which were low, but yet showed some tendency to advance. It soon began to be discovered that there were no accumulations of goods to speak of in the country. By January 1, an advance of some 2½ per cent. in the price of brown and bleached goods, as compared with January 1, 1885, had been established. The export movement in heavy cottons was liberal. With business so far improved in the distributing trade, the factories at last came into a position to increase

their output, and they began to do so. This movement has at no time attracted particular attention, but yet has gone on steadily, until to-day the universal report of commission houses and mill treasurers is that production is once more substantially full. With the exception of concerns running on specialties for which there has been some extraordinary demand, none are crowding their machinery. Few, however, are enforcing any substantial curtailment. Here and there factories have not yet resumed full production. More than one concern might be mentioned which is entirely idle for lack of means to start up with. Others are at work on kinds of goods for which there is relatively light demand. Taking the industry as a whole, however, there is no shortage of any account. The commission houses, moreover, report light stocks of fabrics. Notwithstanding the increased production, there has been no accumulation of goods since last winter. The jobbing houses make similar statements. The product of the factories is thus going into consumption more freely than last year or the year before, and not only this, but freely enough to take out of the hands of the producers and distributors day by day approximately the whole of the increased daily output. Prices have not advanced at the same pace with the improvement in demand, and complaints of small profits continue to be heard. Whatever price movements have occurred within the last few months have, however, without exception, been upward.

The treasurer of two large corporations at Lowell expresses the general opinion as follows. "There has been during the spring and summer a gradually improving demand for goods, and some lines are entirely sold out. Prices, also, have shown a slowly hardening tendency. With respect to the quantity of goods produced and sold we have no occasion to find fault. Production may be called generally full. In these particulars the situation is, on the whole, satisfactory, and the outlook decidedly encouraging. But prices have not improved sufficiently to increase our dividends. The margin in the business is still extremely small, and shrewd management is necessary to bring us out ahead."

A Providence manufacturer, speaking on the same subject, remarks the fact that all buyers press for prompt delivery of their goods. This shows that there is a dearth of supplies somewhere. The Rhode Island mills, like those in northern New England, are for the most part running in full. There is no difficulty, he says, in selling ahead to any extent in desirable lines. Goods go at the advance recently asked. He anticipates no great improvement in the value of fabrics this year, but thinks that prices will be decidedly higher next spring. To illustrate the improvement in sundry fabrics, sales at 6½c. per yard are referred to, the same goods having been sold a year ago at 5¼c. Another specialty referred to, which sold last year at 3½c., now commands 4½c. The former price left no profit whatever, and the goods should fetch 4½c. to return a reasonable income. They appear likely to reach that figure.

The situation with the print cloth factories of Fall River and Rhode Island is better than for a long time past. The stocks on hand amount to only some 250,000 pieces or less, one quarter as much as a year ago, and prices for standard cloth, which last summer were down to 3c. per yard, are now firm at 3½c. Two circumstances favor the print cloth market. During the period of depression a large number of looms were changed off to fancy goods, thereby diminishing the output of regular cloth. The advancing prices of other cottons, moreover, will tend to diminish the competition between prints and more expensive fabrics. For a year or two past the cheapness of goods which are regarded as somewhat more desirable has increased the demand for them at the expense of calicoes. Any decided advance in the price of the former will naturally check sales and lead to fresh inquiry for the prints. The regular autumn styles of calicoes are opened at last year's prices, and a liberal demand is reported. Most of the printers secured large supplies of cloth at lower prices than prevail to-day.

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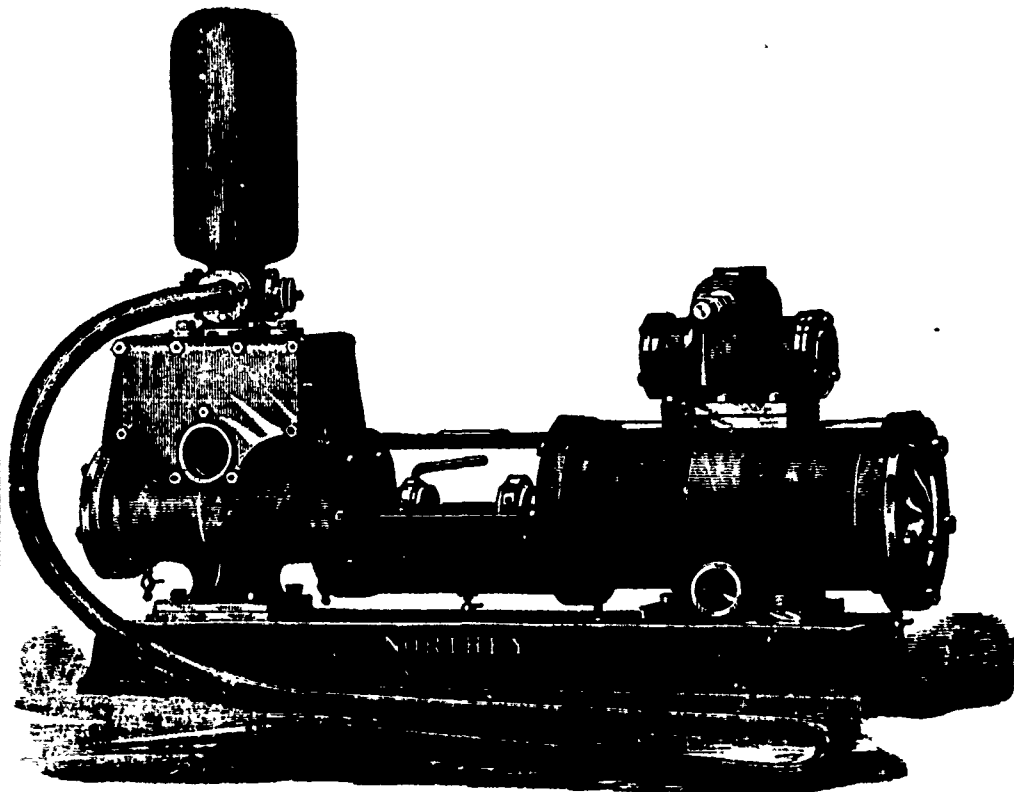
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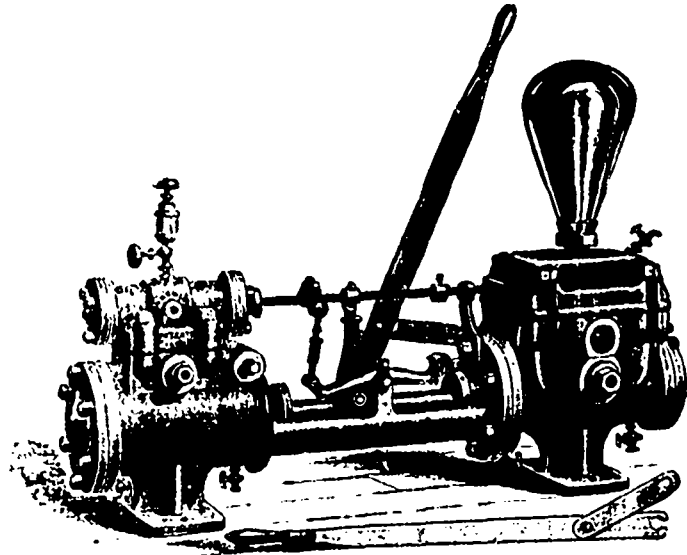
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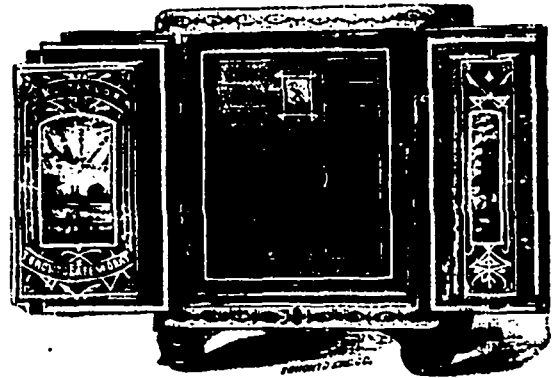
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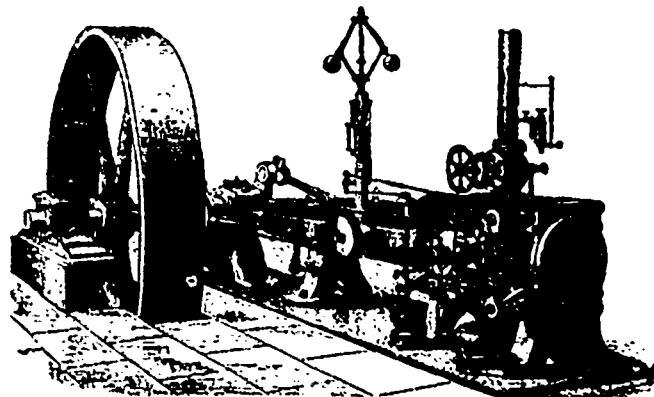
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Goods are moving from the commission houses moderately at the advanced prices recently outlined. The market is strong at the higher figures. All the indications point to still better quotations in the course of the season.

A liberal demand for goods suitable for the Asiatic and South American trade has helped not a little to improve the domestic market for heavy staple fabrics. Information lately received from China points to a more active demand and improving prices in that market. The exports from the American mills have been heavier during the last four months than ever before. This, however, has not worked wholly to the advantage of New England, inasmuch as the producers here admit keen competition on the part of the southern factories. Several mills at the south produce goods which are remarkably well suited to the Chinese demand, and they have succeeded so well in finding a market that more than one northern mill at work on similar fabrics is seriously nonplused. "Our Southern competitors," says one manufacturer, "have secured considerable trade in China. They have sometimes sold cheaper than we could, but we don't see how they can have made any profit from it." In some quarters increasing demands for the cheaper prints for export is observed, but the call for uncolored fabrics continues relatively better.

Following are the statistics of the reports of cotton cloths from this country during May and the eleven months ending May 31, as compared with the corresponding periods of 1885:

Manufactures of cotton.	YARDS.			
	May, 1886.		Eleven months ending May 31, 1885.	
	1886.	1885.	1886.	1885.
Colored . .	5,996,776	2,254,379	46,094,371	29,580,833
Uncolored.	11,971,208	10,572,834	126,688,488	99,588,690
Totals . .	17,967,983	12,827,213	172,782,859	129,169,534
	VALUES.			
Colored . .	\$362,580	\$145,526	\$2,865,237	\$2,037,123
Uncolored.	750,430	713,750	8,237,975	6,944,550
Totals . .	\$1,113,010	\$859,276	\$11,103,213	\$8,981,673

From one point of view the large export movement of the last few months is unsatisfactory. Little or no profit has resulted from it to any one. "There has been a large export trade this year," says one mill treasurer selling goods to go abroad, "but at a loss, as every treasurer will tell you." The movement is universally regarded rather as a temporary outlet for surplus goods than as the beginning of permanent competition with England in foreign markets. The United States is practically no nearer than at any time during the last ten years to the sure possession of remunerative markets abroad. No serious effort is made to enlarge the field of operations. With returns as small as they are now, and the cost of production by reason of increased wages and other changes in condition higher than a year ago, there is no incentive to the cultivation of foreign business. One of the greatest obstacles to progress in this direction is the depreciation of silver. "this cursed silver business," says one exporter. The continued depression and frequent declines in the value of silver affect the cotton goods export trade very injuriously. The merchants in the business practically buy the cloth for gold and sell it for silver, and it is impossible for them to get a sufficient advance for their goods to counterbalance the depreciation of the metal. China exchange has recently gone off 3 per cent. without any ability on the part of exporters to secure correspondingly higher prices for their goods. The fall in silver is accordingly so much out of their pocket. The cheapness of silver, in fact, is accounted by many to be one of the chief obstacles to the acquisition of permanent markets abroad by American exporters of cottons. The exportations have undoubtedly benefited the domestic market, in that they have relieved it of what might have proved a surplus in certain lines, but business done

at a loss cannot prove of any substantial advantage to the trade in the long run.

So far as disturbances in the labor field are concerned, the New England cotton industry has now little to fear. Wages, as a rule, are at least 10 per cent higher than last year. This advance, though not altogether satisfactory to the employes, especially at Fall River, where there are mutterings of a strike, has helped to prevent serious conflict. The formation of extensive alliances among the manufacturers of this part of the country has also hindered strikes. An excellent illustration of the working of the employers' union is afforded in Rhode Island. In that state some months ago there was every prospect of prolonged disturbances. As a means of self-protection a large majority of the manufacturers of the state entered upon a sort of mutual insurance scheme. The pay rolls of the concerns interested in it amount to some \$7,000,000. Others are still coming in. The agreement in a general way is this: In case of a strike in any establishment belonging to the association all the members are to be assessed a small percentage of their pay-rolls in order to provide funds for meeting the wages of the superintendent, watchman and other requisite help of the company against whom the strike occurs, and for paying two per cent. dividends on the capital invested. Ordinarily in the case of a strike those concerns in the same line of business which continue in operation furnish the means to help for carrying on the contest against their employers. The strikers usually draw money from those members of their association who continue at work, which funds, in turn, are of course derived from the wages paid by the employers whose mills are running. Under the insurance plan just outlined it is almost a matter of indifference to any manufacturer whether he runs or not. The operatives realize thoroughly the fact that to strike under such circumstances would be to engage in a controversy not with a single concern, but with the combined capital of the cotton mills of the state, and that the result must inevitably be adverse to them. The mere formation of the union of manufacturers has produced the desired effect. The combination has not been called on in a single instance to levy an assessment, and there is no likelihood of one. The situation is similar in some of the other New England states, and with the exception of Fall River, there are no present intimations of any disagreements over wages or hours of labor. On the whole, therefore, the outlook as regards labor, as well as demand and price, is reasonably satisfactory for the present and promising for the future.

NOTES ON THE TEXTILE TRADES.

(Kublon's German Trade Review.)

WOOL PRICES AND THE WOVEN GOODS INDUSTRY.—The rise in wool prices has had a very prejudicial influence on this industry, as many manufacturers have to discharge contracts at the old prices, so that they will sustain considerable loss. The loss will amount to many thousands of Mks. for some large houses.

THE CHEMNITZ WOVEN GOODS INDUSTRY.—More buyers have visited Chemnitz of late, some remaining longer than usual. The view is generally expressed that the improvement in hosiery prices which has set in is but the beginning of a rise which will attain full proportions in spring, though it is impossible to say that this will be the case. The demand will have to reach such an extent as to cover all the extra production which takes place in autumn, when more hands are employed. The glove branch is becoming more animated, though the golden times which have been left behind will probably never return again. More carded yarn and buckskin gloves are being made now, the time for discharging orders being very short, but there will soon be a deficiency of orders.

THE SILK INDUSTRY.—Spinners of schappe silk are well employed at present, and orders are only accepted for later

discharge, while prices are rising. We cannot report thorough-going activity in the stuff market, as wholesale articles are wanting. Those establishments which produce novelties for trimming purposes have still most work; particularly in favor are articles containing combinations of stuff, velvet, or plush. In pure silk stuffs as *merveilleux*, *surahs*, and *faïlles*, business is better, but there is quietness at present in umbrella and cravat stuffs. There is no change to report in the velvet and plush market. The manufactories are well employed, and are indeed scarcely in a position to meet all claims made upon them. It may not be out of place to refer here to a recent order of the United States Minister of Finance respecting the duties on silk. In this order attention is drawn to the difficulties which have attended the present *ad valorem* system, and it is stated that the introduction of specific duties is desirable both in the interest of the country and of trade. Importers and manufacturers complain loudly about the present system, and the Minister therefore proposes the levying of fixed duties.

THE BERLIN MADE-UP DRESS GOODS TRADE.—The export business continues to predominate, Americans being our chief foreign buyers. Unfortunately only a few firms are interested in the large business which comes from across the water, and the large majority of manufacturers are compelled to turn to other markets, which are not as active as could be desired. The English commissions are in hand, and if they only suffice to keep things going it will be a matter for satisfaction, for in a large branch like this, continued business is necessary in order to keep the costly apparatus in uninterrupted motion. This has not been practicable once or twice lately, for the market was not visited by any other than Americans. A large number of English buyers are expected almost immediately, and their orders will enliven business. The American commissions promise now to exceed those of last year. The home business is very quiet, personal purchases being scarcely worth mention, while the current commissions coming in by post are about as usual. The journey orders from Switzerland, Holland, and Belgium are not very extensive. Our woollen goods branch is well employed, but goods are no longer scarce as they were a fortnight or so ago, and manufacturers find it a difficult matter to maintain the higher yarn prices which ruled then. The tricot branch has lately received such extensive orders from America that it is fully employed. England and France also continue to send in orders: only in Germany itself is business slack in this branch.

TRADE NOTES.

(From the *Textile Recorder*, Manchester, England.)

THE Indian Government has reversed Lord Ripon's policy regarding wool manufactures: the former state of things is restored, and steam machinery is still to be employed. Wool manufactures are to be restricted only when it is proved that they are injuring local industries.

THE latest news concerning the woollen manufacture industry of Alsace contains complaints of its dull and depressed condition. There is every reason to believe that the backward state of trade in this district is to a considerable extent owing to the competition of the woollen manufactures of Saxony.

THE various traders and manufacturers of Paris who are represented in the Syndicate Chamber, have passed a resolution in favor of the adoption of a national trade mark, with the object of preventing the fraudulent imitation of articles of French manufacture practised by many foreigners.

THERE is a steady increase in the imports of British cotton goods at the port of Mogador. The value of the imports in

1885 was £108,700, against £68,895 in 1884 and £60,673 in 1883. It is said that a considerable proportion of the cloth imported, though coming by way of London, and therefore appearing among the British imports, is of German manufacture.

The proposed Cotton Exchange at Bremen for German spinners is still under consideration. At a conference of spinners from Berlin, Hanover, Chemnitz, Mittweida, Augsburg, and Alsace it was decided that the associations of German cotton spinners should each be represented by a delegate on the committee of the Bremen Cotton Exchange, and that this committee should be asked to proceed to the establishment on a large scale of a cotton market at Bremen.

NEW BRUNSWICK COTTON MILLS EXHIBIT.

(*Globe Colonial Exhibition Supplement.*)

ONE of the most attractive decorations made by the Canadian exhibitors on Dominion day, was that on the exhibit of Wm. Parks & Son (limited), of St. John, New Brunswick, and this firm deserve more than a passing notice from the fact of their being the pioneer cotton mill of Canada.

The variety of goods manufactured by them enables them to make a good display, and all of the articles shown are commercial samples taken from their regular stock. They commenced the manufacture of cotton goods some twenty-five years since, and have always held the highest rank for their specialties, invariably carrying off the highest prizes at exhibitions in Canada, and also in international competitions. They are the only manufacturers of 'water twist' yarns in Canada, and these, with their other products, have a large demand in all parts of the Dominion, from New Foundland to British Columbia.

Their exhibit includes thirty-six patterns of checked, striped, and Galatea shirtings; six pieces of Lansdowne tweeds in mixtures and stripes; carpet warps in great variety of color; a fine assortment of hosiery yarns in all numbers, and various shades, two and three ply. The assortment of ball knitting cotton shown has attracted many admirers as a novelty in this country, and many visitors have inquired for prices and are anxious to introduce it here. Mr. Ira Cornwall, jr., the commissioner for New Brunswick, will give any information relating to this exhibit, and can always be seen at his office in the Educational Court, Canadian section.

THE *Philadelphia Industrial Review* for July says.—Since our last issue there has not been any very material change in the knit goods trade. The advance in the price of worsted yarns will occasion a corresponding advance in the price of goods, and the tendency has already been to bring in orders for fall and winter goods, and to such amounts as to make the outlook quite encouraging. The anticipated trouble about strikes, etc., has fortunately for employer and employees, not made its appearance in Philadelphia. The Manufacturers' Association ascertained the prices paid for various styles and grades of work, and agreed upon a uniform schedule of prices, aiming at fairness to both parties alike, and thereby averting any further loss or trouble.

THE first work of State arbitrators was done recently for the 15,000 idle collar stitchers and buttonhole makers at Troy, N. Y. Before their advent the report was current that these girls earned only \$5 a week but at the examination the girls confessed to getting from \$6 to \$12 a week, averaging five days' work. These girls demanded an advance of thirty seven per cent. The laundry hands reported their earnings under \$16.56 a week, but the facts are they get \$18 and demand \$20. The board recommended the girls to take the twenty-five per cent. advance offered by the manufacturers but they declined, so that the boasted influence of the board of arbitration proves to be of no effect, and the strike is now as vigorous as ever. Meantime the leading collar men are opening shops at Albany and Glen Falls, and the others have decided to throw open their factories to those girls who are willing to go to work at the prices in the new schedule, and will tell those who refuse to return that they must look for work elsewhere.

Mining.

MINING ENTERPRISE IN CANADA.

The following is from the report of an interview with Dr. Selwyn, head of the Canadian Geological Survey—in the *Canadian Gazette* (London, England, July 15):—

“What discoveries have been made in coal during the last decade?”

“They are entirely confined to the North-west and Rocky Mountains. There is no doubt that the North-west deposits are all that could be desired in every possible way. The Souris coal is a lignite, but the coal from the North-west Territory is found on the upper branches of the two Saskatchewan Rivers, away to the foot of the mountains, between Medicine Hat and Calgary, and even west.”

“How about freight, Dr. Selwyn? Calgary is several hundred miles from Winnipeg and Rat Portage, where they say Manitoba's manufactures should be placed?”

“Well, the Canadian Pacific Railway is, I believe, carrying the North-west coal at a cent a ton per mile, and the result of the opening of the mines has already been to bring the price of coal in Winnipeg from eighteen dollars to seven and a-half dollars, and proportionately cheaper as one goes west. The people in Manitoba now use about as much of North-west coal as they do of that from Ohio and Pennsylvania. Some say the American coal is slightly better, but the Canadian article should certainly supersede it in the towns of Manitoba. Government can easily effect such a change, and a little patriotism on the part of residents would also do it.”

“Ah, Dr. Selwyn, perhaps in Canada, and especially in Manitoba, as in England, patriotism depends largely upon the pocket.”

“Perhaps so, but this is a patriotism that pays and benefits the whole country—at least, it must seem so to those who can look beyond their own noses. As to quantity, there is certainly enough coal in the North-west to supply the country for centuries; of that there is not the slightest question. The Canadian Pacific Railway Company is now itself using the Saskatchewan coal in the place of the American, which comes in by way of the lakes to Port Arthur. As to the Banff semi-anthracite deposit, of which so much has been heard, we hardly know the quantity as yet, and are not quite certain whether the deposits represent several seams or only one. It may possibly be that one single seam is folded, so that the two or three deposits found at different spots are but parts of the one folded seam, and not individual seams of themselves. This question of course largely affects the quantity.”

THE PORT ARTHUR MINING DISTRICT.

“How about discoveries of other minerals?”

“The discoveries have not, for the most part, been very extensive. One very fine deposit of antimony was found at Rawdon, in Nova Scotia, in 1883, and also some manganese at Walton and Cape Breton in the same Province, where mines were opened in 1880. In the Port Arthur district, however, very considerable discoveries of silver ore have been made, and many of them promise to be very important, especially in the Rabbit Mountain district, about twenty-eight miles west of Port Arthur, near White Fish River.”

“How is it, then, Dr. Selwyn, that we hear so much and see so little actual results from this Port Arthur District?”

“Well, the roads are bad for one thing, making it difficult to get to the mines at present; but this will soon be improved. It is a curious fact that a similar mining excitement arose fourteen years ago much nearer Port Arthur. A great number of silver mines were reported, splendid specimens were taken out of native silver and sulphuret of silver. Capitalists spent large sums of money, but the ventures were not successful. And yet these veins look just as promising as any I ever saw

in my experience; but I cannot explain what seems hitherto to have been the unsatisfactory result in the older mines, such as Pie Island, Thunder Bay Mine, and others.”

“Could not the Geological Survey undertake exhaustive examinations of the veins, to ascertain their exact extent, and thus enable capitalists to judge?”

“It would involve a great outlay, and difficulties would arise between the various owners; and then, if you ascertained a fact concerning one mine, it would prove nothing as to another. The matter is therefore, we think, better left to private enterprise.”

“The only discoveries in the Mountains are on the west side, in British Columbia. Granite Creek, for one, has a very rich alluvial gold field; and doubtless many other creeks in the region from immediately west of the summit of the Rockies to Kamloops—but here, as everywhere else in Canada, they are waiting for capital.”

“Is it true, Dr. Selwyn, that American capital is so largely employed in British Columbia that it is by its aid that the British squadron is coaled when it reaches the North Pacific naval station?”

“There is no doubt, in a certain sense, it is so. If I remember rightly, the British Columbia Government have sold to Americans the whole of the coal lands along the eastern coast of Vancouver Island round Nanaimo. It is here that the men-of-war coal. And through the whole country mining and other industries are often largely, or entirely, worked by American capital. This is so, for instance, with one of the greatest lumber-manufactories in Canada—that at Hull, Ottawa.”

“A slight upon English enterprise? To some extent it is. But American capital is more plentiful than Canadian, while distance and ignorance of the country operate against the introduction of English capital. It is to be hoped, however, that much of this want of knowledge of the undeveloped resources of Canada, and the opportunities they offer for profitable investment, will be removed by means of the present Exhibition.”

AN UNFORTUNATE AFFAIR

(*Hamilton Spectator*, July 29)

SOME months ago a pamphlet descriptive of Hamilton was prepared for circulation among visitors to the Colonial and Indian exhibition at London. The literary work was gratuitously done by members of a committee appointed for that purpose, and the cost of printing was defrayed out of grants from the city and county councils. About 30,000 copies were printed and sent to London. Mr. R. M. Wanzer undertook the job of circulating them, and members of the committee felt themselves under an obligation to that gentleman for his kindness. Their satisfaction was, however, very seriously dampened when they learned that Mr. Wanzer's business card had been printed on the title page of the pamphlets after they reached London, together with the announcement that they were “presented with the compliments of R. M. Wanzer & Co.” The advertisement of course made the document useless for the purpose for which it was intended, and turned the pamphlet into a mere advertising circular.

It is but just to say that the thing was done wholly without Mr. Wanzer's authority or knowledge, and that that gentleman feels very much chagrined at the event. His agent in London acted on his own judgment and with superserviceable zeal in a very unfortunate way.

But, while Mr. Wanzer is to be relieved from blame in the matter, it remains true that he is responsible for the acts of his agent, and that public property, paid for with public money, has been diverted to his private use. The only reparation he can make is to pay for the property used by his agent for his benefit; and that he will no doubt willingly do. Even then the good intentions of the people of Hamilton and Wentworth county will have largely failed of their object.

Lumber.

LUMBER NOTES.

(Peterborough Review)

RECEIPTS of lumber at Seikirk, Manitoba, are now considerable, and a large force of men is engaged in unloading barges and piling in the yards.

Reports from Temiscamingue state the timber drives on the Kippewa and Upper Ottawa are successful this season, notwithstanding that fears were entertained at an earlier date concerning the insufficiency of the spring floods.

Mr. H. P. McCraney, son of Mr. W. McCraney M. P., was in Vancouver during the first conflagration. He had a narrow escape with his life, and, as it was, lost all his clothes, except those in which he stood. Mr. McCraney, having finished a heavy contract on the Vancouver Island Railway, recently purchased an interest in a saw mill in Vancouver City. He was one of the few fortunate ones whose premises were not burned out.

A letter from Tadousac, Que., says the cut of saw logs in that section has been very large this year. At Chicoutimi for Price Bros., 300,000 were cut, and Grand Bay from 60,000 to 80,000; 120,000 at l'Anse St. Etienne; 18,000 at Little Bergeronnes and 81,000 at Sault au Cochon. Messrs. Price also purchased the deals from the logs cut for the English company of the seignior of Mille-Vaches, at Port Neuf, where they are loaded for the English market.

A FINE floor may be given the appearance of an oak one by washing it with a solution of copperas in strong lye.

OAK and cherry are popular woods among makers of fine furniture, but much cheap wood is now being stained and varnished up by western factories to look like denser wood. Walnut is the favorite wood in the south. The eastern first class houses are introducing the natural wood. More skill is required, but workmen prefer it to the cheaper imitation work.

The Ottawa Citizen of July 15th says:—Very few lumber sales are reported of late weeks. The excessive shipping during the early part of the season was owing to large contracts which had been made in advance during the fall and winter by American buyers, who seem now to be fully supplied. A very considerable quantity of three-inch lumber is being put through the saws for a Quebec dealer.

The Campbellford Herald of July 15th says: Rathburn and Gilmour's large drive of logs is still on the move. The tail end is now at Beaver Creek, and will not arrive for about three weeks. It is said to be one of the largest that has ever come down the Trent. Another drive will follow it from the Otonabee river. The drive that passed here last year contained nearly five hundred thousand pieces.

THE St. John, N.B., Globe says:—“Owing to the low price of deals as well as the limited demand for them, some of the mills are closing down and others are likely soon to do likewise. Messrs. Randolph & Baker's mill suspended operations last week; Messrs. S. T. King's, at Mosquito Cove, stopped work on Saturday last. Unless prices go up several of the mills on this side of the harbor will probably suspend work about the first of August.”

MR. S. E. SMITH having sent a sample of his iron ore to the London Exhibition has been applied to for more particulars. The ore is pronounced to be among the best in the Dominion.—*Sherbrooke Examiner.*

MESSRS. GORDON & LOOMIS have the contract for the masonry and brickwork of the new building for the Smith-Elkins Manufacturing Company. The site will be the one occupied by the iron-clad building, destroyed by fire two or three years ago.—*Sherbrooke Gazette.*

Milling.

THE HUDSON BAY COMPANY'S ELEVATOR.

A WINNIPEG paper says:—“In our description of the above building a typographical error made the statement that the elevator would take in “from” cars read four cars. This means that the elevator is constructed and fitted with steam shovel to receive wheat from cars which are run alongside of the elevator on the company's track which they have laid across Broadway bridge to their mill and elevator. The Pray Manufacturing Company, of Minneapolis, have the contract for all the machinery for the elevator, and at the same time have secured the contract to enlarge the company's mill by an addition of four pairs of rolls, etc., so that the mill will be able to turn out 200 barrels of flour per day.”

NOTES ON MILLING AND THE GRAIN TRADE

(From the Indianapolis Millstone for July.)

THE nomenclature of flours is largely derived from the nomenclature of flowers—and yet we do not recall a brand that bears the title of the whitest object in the floral kingdom—the White Azalea—the pretty name of a very pretty flower. There's no copyright on it.

DEALERS at the speculative centers, to use a somewhat undignified expression, are engaged in their annual “milking” of the country at large. This year their efforts seem to be particularly successful. They have succeeded in making the smaller and outside dealers believe in much higher prices for wheat, and the result is that everybody outside is buying while the long-headed dealer is selling, and as the months roll around he will reap his profits. This same performance may be witnessed each year, but it has not been so apparent for some years past as at present.

THE reports from all over the country show an increase in the amount of general business done, and a feeling of encouragement for the business future. This feeling of encouragement has evidently come to stay. It was with us last fall and in the winter, and would have received no discouragement had it not been for the unsettled feeling that grew out of the labour strikes and the agitation of the eight-hour question. Now that these questions are practically settled business seems to be reviving and the outlook is hopeful.

THE danger of Chicago losing her prestige as a grain market is attracting considerable attention from her business men. This danger comes from the excessive charges for handling grain in that city. Some years ago the elevator men, finding that they were losing their trade, made reductions in their charges, and are now coming to the conclusion at which all others interested arrived many months ago, that if Chicago is to retain her grain business there must be cheaper methods of handling the grain. The shrinkage of all values makes this imperative. It is absurd for the elevator owners to expect to receive for grain storage the same prices that were paid when general values were from 15 to 20 per cent. higher. This movement in the cheaper handling of grain, in the reduction of the price paid for transportation, through the lessening of both the price paid for rail and water freights, and in the eliminating of the middle man, is one way in which we will be enabled to sell our products abroad at prices which will meet the market. There is no cut in the expense of handling grain which is so small that we can afford to neglect it. The day of small economies is upon us, and with the acceptance of these conditions comes the day of surer fortunes and less speculation. When we realize as a people that in order to

make money we must watch the smaller leaks, then we must of necessity do business in a quiet, rational way, and feel sure of what we have. The fever which comes with a business boom, we mean by this an unnatural boom, brings recklessness and unstable business. The revival of the business interests of our country is being made upon a sure foundation. It comes slowly, and will, for that reason, come to stay.

SEVERAL gentlemen from Woodstock have been here of late negotiating with Mr. Tringham for the establishment of electric light works, and an electric street car line in that town. He has been offered very strong inducements to undertake the work there. Mr. T. bids fair, if his capital only holds out, to become the electric railway king of Canada.—*Windsor Record.*

HOODLESS & SON, through their magnificent display at the Colonial Exhibition, received yesterday quite a tidy order for bedroom sets in elm and walnut rockers. The orders came from Gittens & Co., furniture dealers, Camden town, London, who state that their articles have been much admired and that quite a demand may be expected for them. This is news which ought to swell the heart of every Hamiltonian with pride. The order will be shipped at once.—*Hamilton Spectator.*

THE building of a boot and shoe factory in this city is now among the possibilities. An important public meeting was held recently at the city rooms to listen to and take action on propositions submitted by two western gentlemen, thoroughly acquainted with the boot and shoe manufacturing business. The meeting was well represented by our public spirited men, many of whom, we learn, have expressed a willingness to subscribe towards the enterprise. Some of our larger capitalists wish some changes made in the present plan, and some modifications may take place so as to be acceptable to all. On the whole the new enterprise looks very encouraging.—*St. Stephen (N. E.) Courier.*

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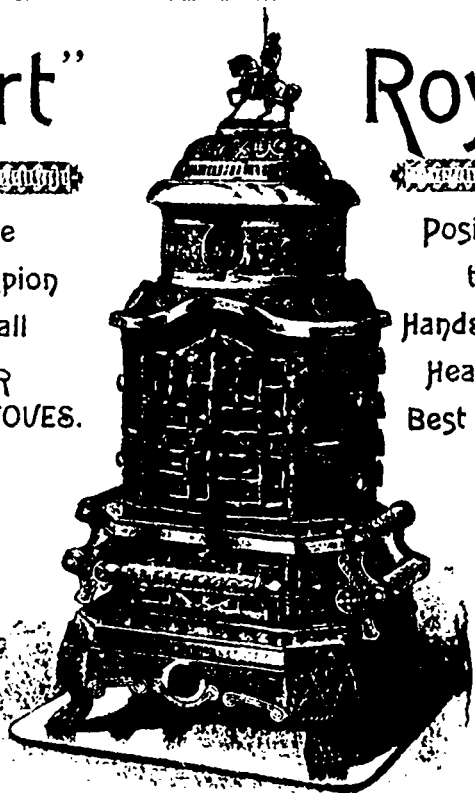
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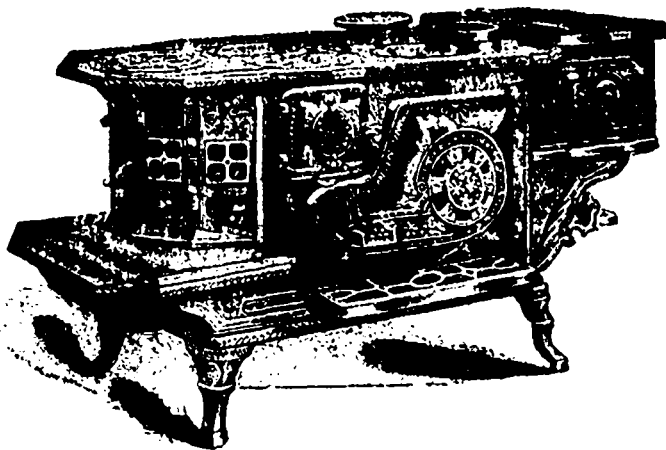


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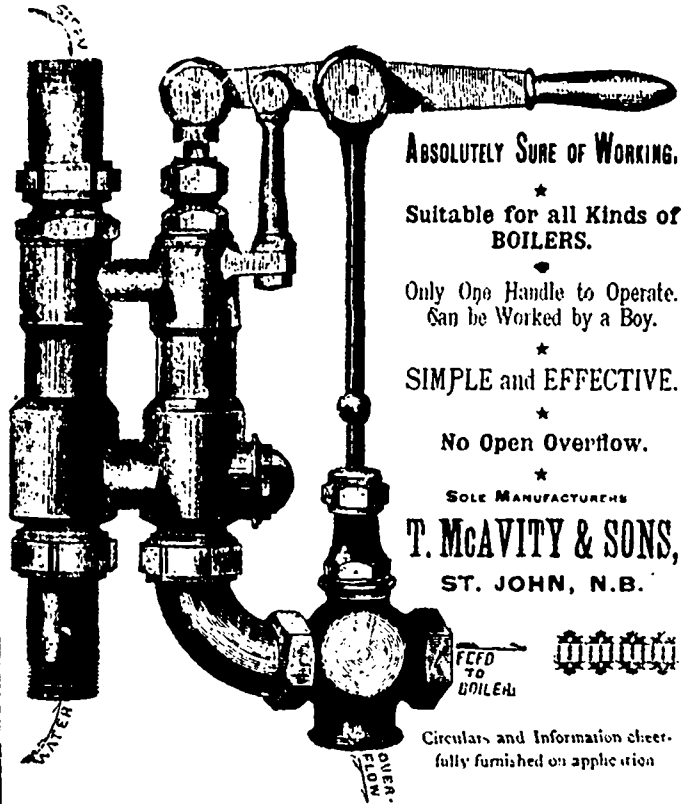
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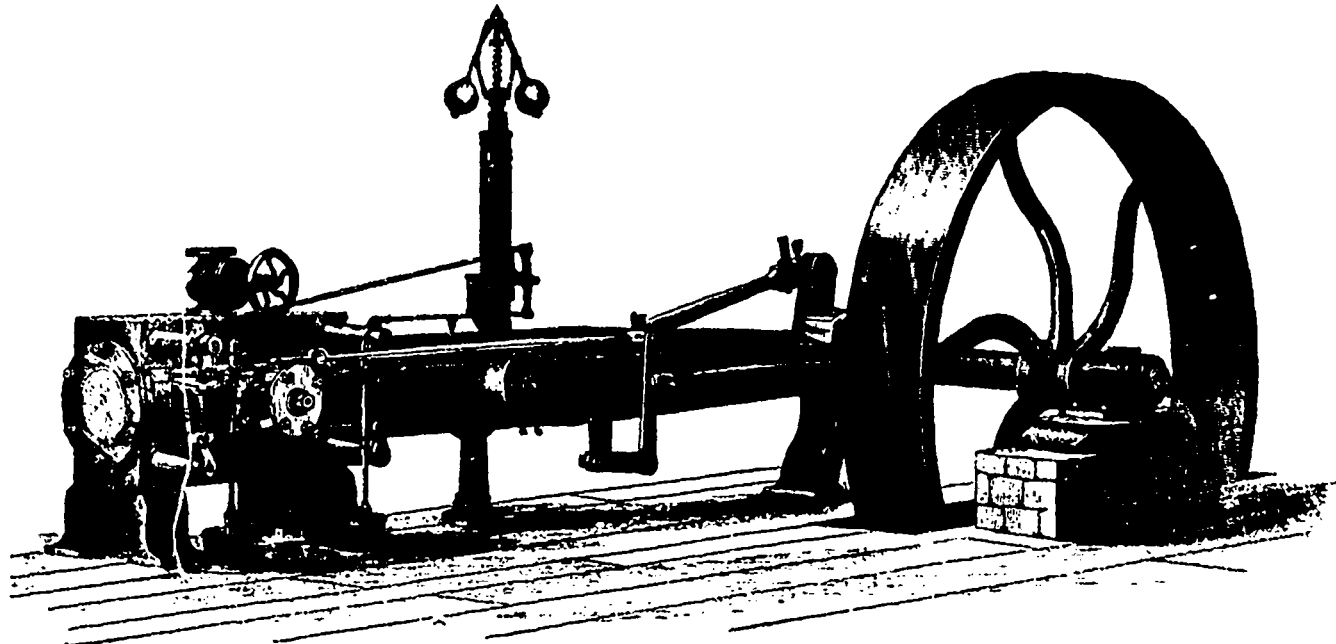
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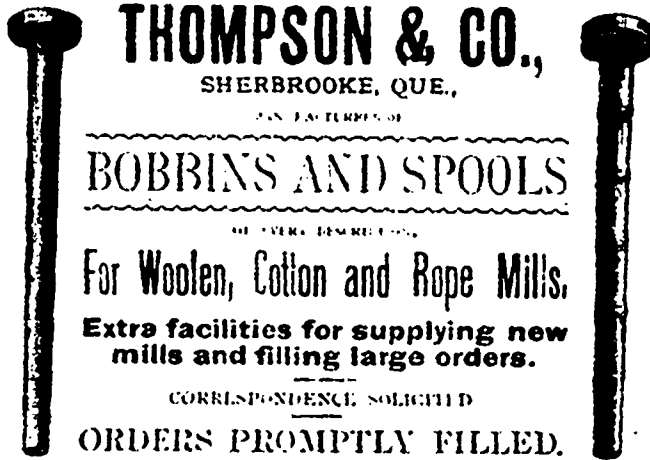
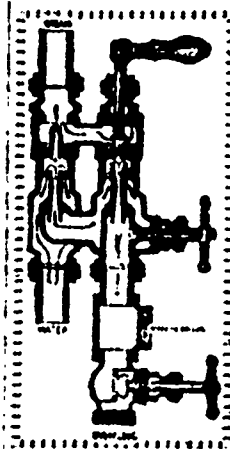
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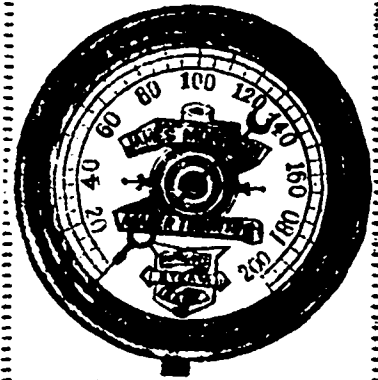
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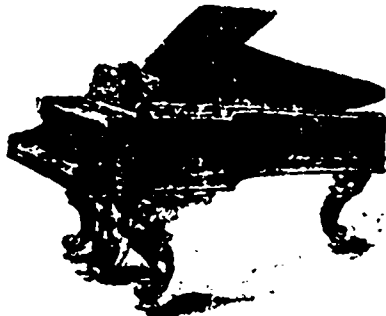
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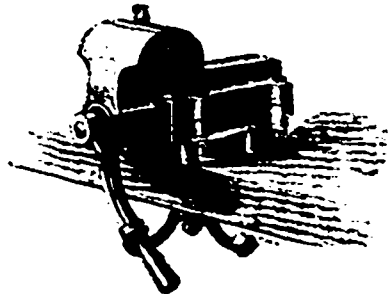
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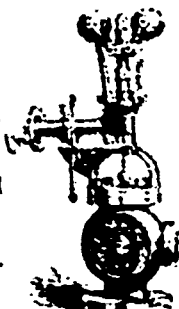
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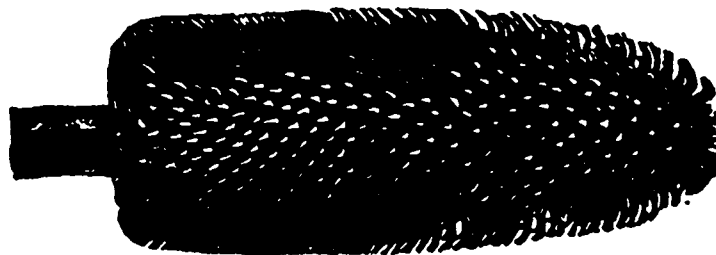
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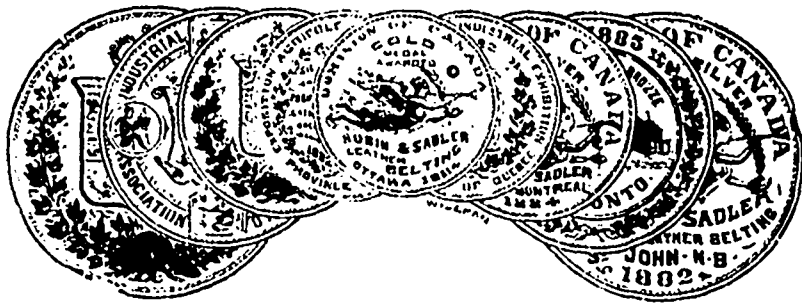
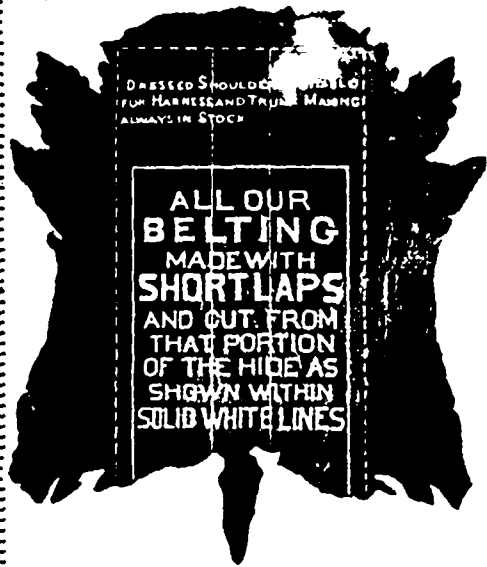


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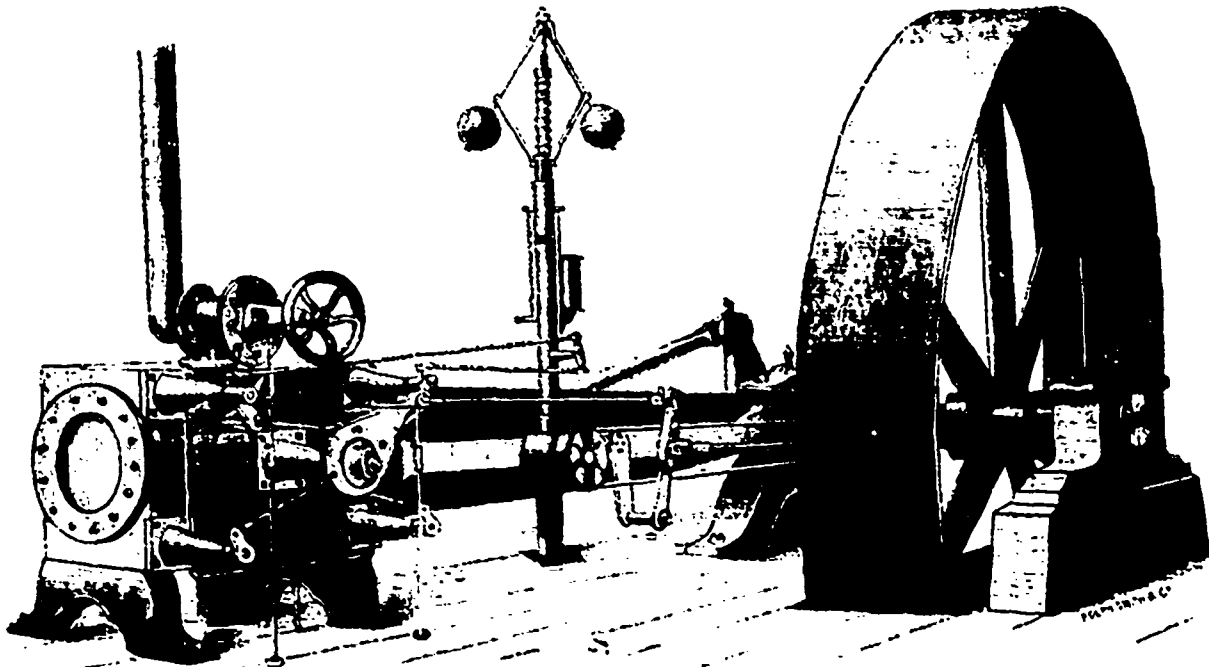
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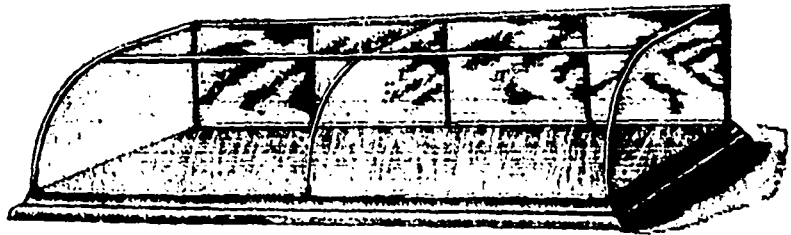
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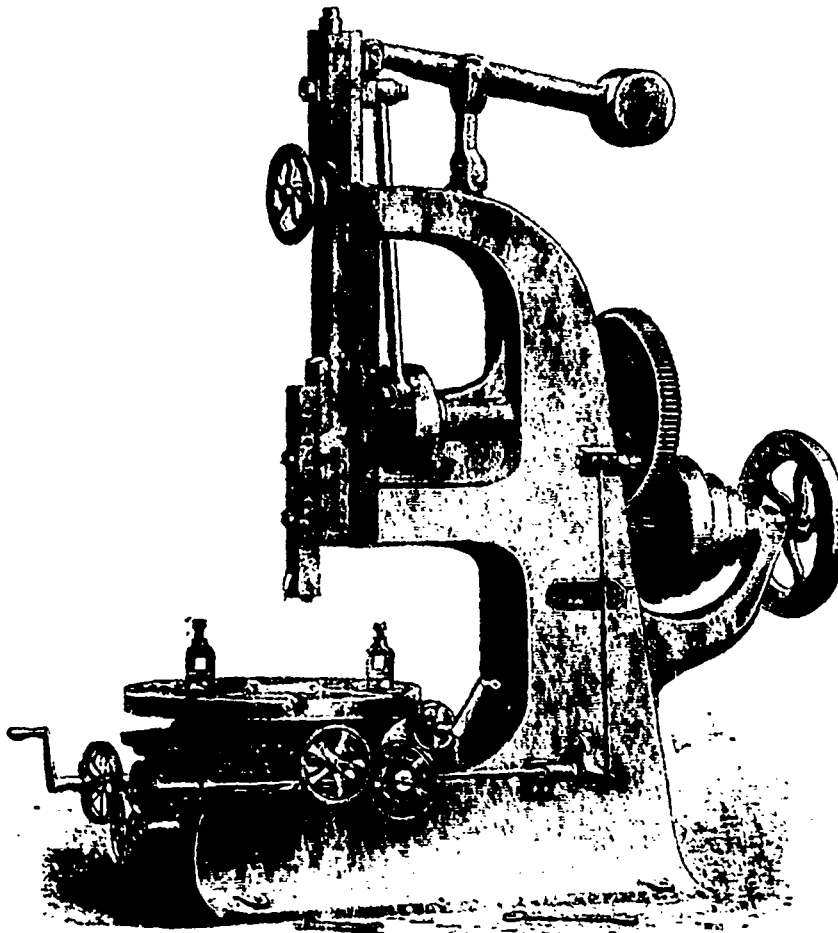
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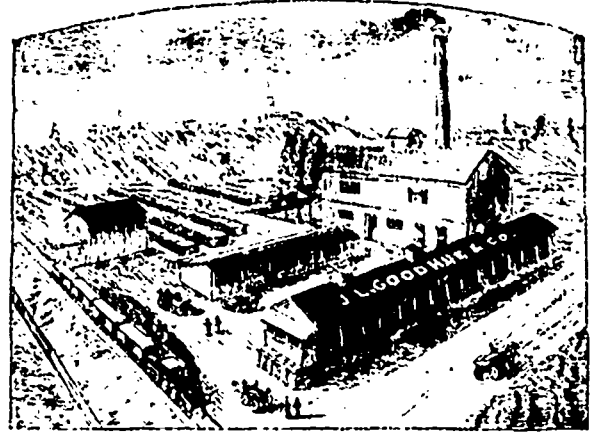
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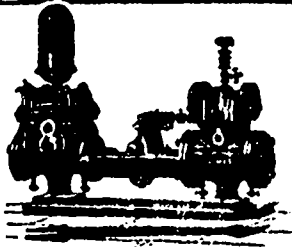
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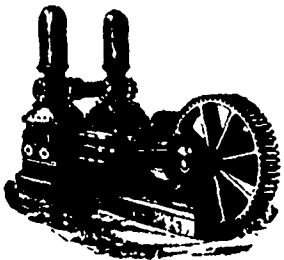
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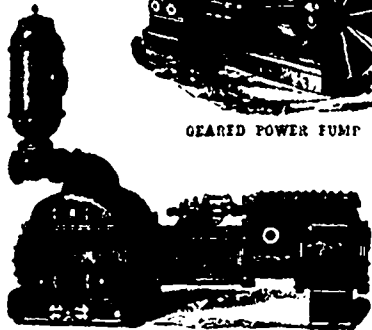
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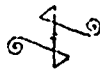


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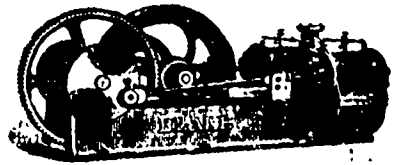
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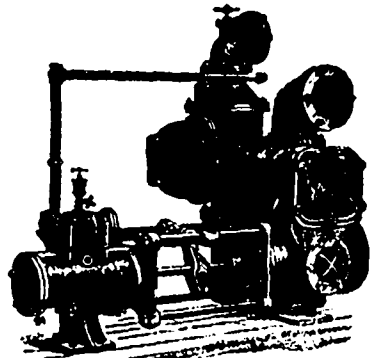
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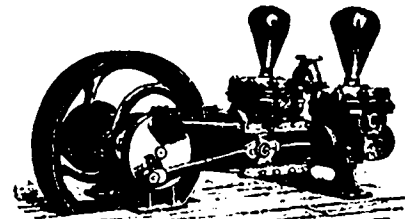
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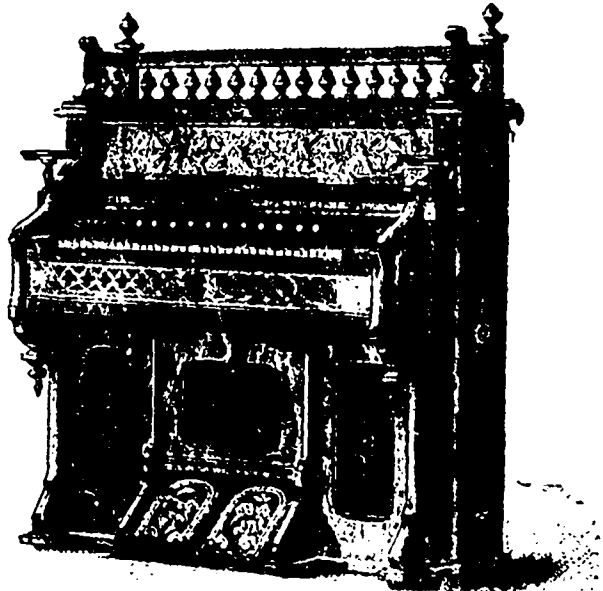
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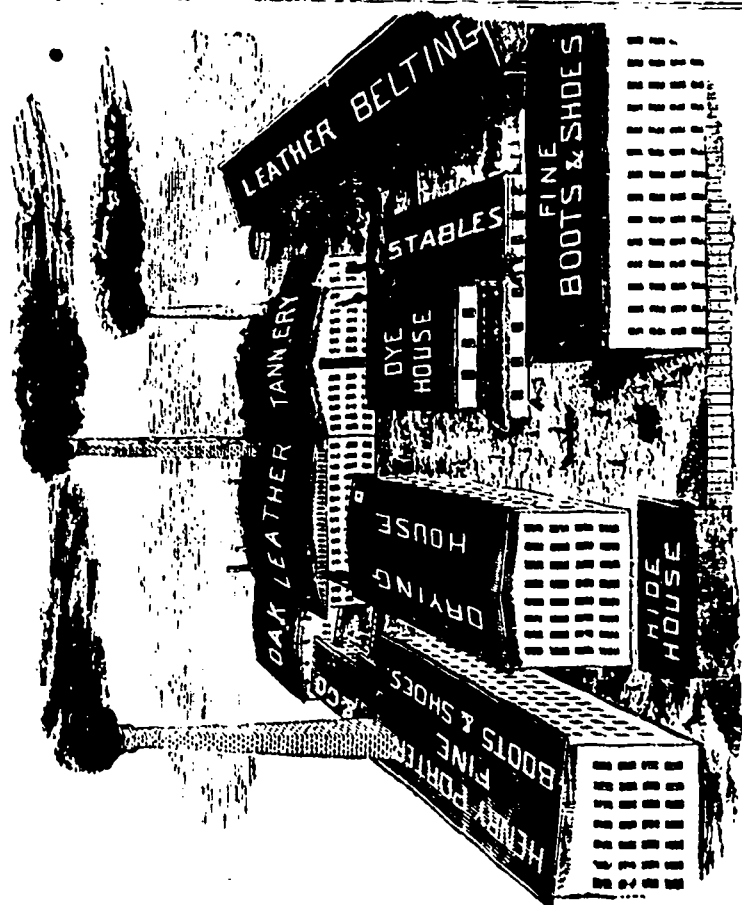
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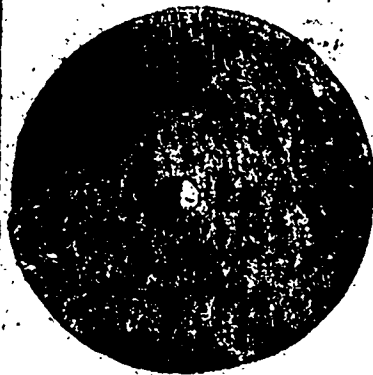
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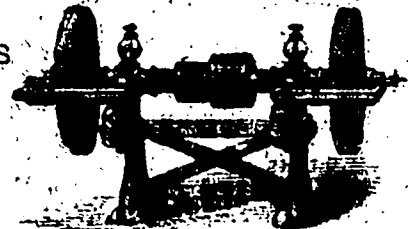
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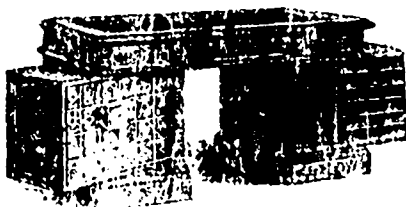
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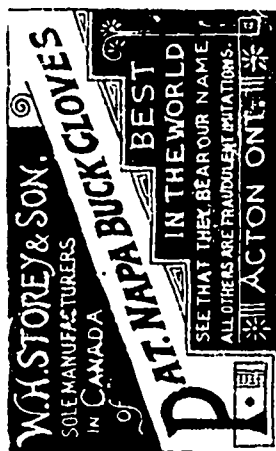
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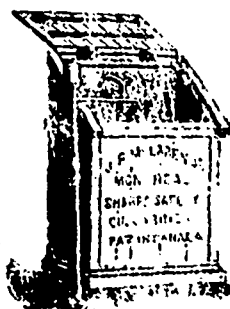
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