

INDUSTRIAL WORLD

AND NATIONAL ECONOMIST.

VOTED TO HOME INDUSTRIES, COMMERCE, FINANCE, INSURANCE, RAILROADS AND MINING

Vol. II.—No. 31.

THURSDAY, FEBRUARY 10, 1881.

\$3 PER ANNUM.

THE INDUSTRIAL WORLD

AND NATIONAL ECONOMIST

Published every Thursday, by the INDUSTRIAL WORLD PUBLISHING COMPANY.

Subscription, \$3.00 PER ANNUM.

OFFICES:

MONTREAL, OTTAWA, TORONTO.

Communications, and all letters, must be addressed

INDUSTRIAL WORLD PUBLISHING CO.,

P. O. Drawer, 1010, OTTAWA, ONT.

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CHINESE LABOR AND COMMON SENSE

Let us observe that in an article under the heading our esteemed contemporary the *Montreal Gazette* throws its influence in favor of the unrestrained immigration of Chinese into the Dominion. We endeavored to show a fortnight back, there are no circumstances which threaten to increase the number of Chinese flocking into the province. One is the new treaty between the United States, which the latter Government has labored most assiduously to secure, for the purpose of relieving itself from the fetters of a treaty, under which Chinamen were allowed to enter the country in numbers unlimited, and of obliging back again what should never have been suffered in the first place—the power of regulating, and even prohibiting at discretion, the influx of Chinese into the country. We pointed out the eminent part taken by Senator Blaine in opposition to Chinese immigration, and the importance to be attached to the fact that he is about to be called to the first position in President Garfield's Cabinet—that Secretary of State. With Mr. Blaine in this position of influence and authority we may be sure that the American Government will make use of its newly won powers to the utmost verge that the new treaty allows. Nor will there be any preventible in the matter, either, these freshly recovered powers of the nation, to take measures for its own safety and safety, which, as we say, should never have been parted with at all, in or by any treaty with a foreign power whatsoever, will be promptly exercised. And this means, of course, that the tide of Chinese immigration, turned back from the shores of British Columbia in magnitude and volume beyond all former experience. The circumstances referred to is—the building of the coast section of our great transcontinental railway, which of itself would suffice to draw many thousands to our shores. Railway contractors are bringing them over by thousands, and this season will certainly see the Chinese population of British Columbia greatly augmented. Already there are some five or six hundred of them in the Province; there will be ten thousand many in it ere we know what we are about. It may be, and probably is the case, that the contractors made engagements with the Government on the understanding, either expressed or implied, that they might avail themselves of cheap Chinese labor to build the ultramontane section of the road. It therefore would not be fair to come upon them now with a prohibition, but it would be quite reasonable to enforce the condition that if the work is done the Chinese shall be sent back to their own country. As we have before urged, the coming of a gigantic evil—the material for centuries of national sorrow and suffering—is upon us: let us help it in the bad, and at least put it under control. It becomes too strong for us to handle. We may be very much to be regretted, indeed, that the theo-

rick of cosmopolitan Free Traders, the friends of every country but their own, and of dreaming sentimentalists, who look with a light heart upon the beginnings of a threatened gigantic national calamity, should find expression in the editorial columns of such a paper as the *Montreal Gazette*. We would like to see our contemporary reconsider the subject, and try to realize what the peopling of our Pacific province by Chinese actually means. It means, as we contend, the lowering of wages and the degradation of labor in Canada—the lowering of the standard, and status, and morals of our laboring population generally. While we are making it our boast that the honest working man, with no means save his two strong arms, can attain in Canada a position better and higher up in the social scale than he can in the old countries of Europe, are we at the same time to swamp him—to drown him out in all his efforts to rise—with the cheap labor of the "heathen Chinese"? Is this Dominion, we ask, to be a country of millions of laborers kept down nearly to the Chinese level as to remuneration and style of living, officered and drilled by a small number of wealthy capitalists and educated captains of fifties and hundreds? If so, then farewell to all patriotic dreams of a great British Canadian Dominion, inhabited from ocean to ocean by intelligent freemen of our own race. We observe that the *Gazette* follows the writer of a recent American magazine article in the opinion that the actual population of China has been greatly overstated, and that the danger of an overflow into America is very small indeed. Now, we are not going to defend the traditional estimate of four hundred millions, it may be that, as this writer contends, a hundred and fifty or even a hundred and twenty millions is much nearer the truth. But, while estimates of the population of such a vast terra incognita as China is (to us) may have to be received with caution, we are not without facts as to Chinese emigration in the past, which may help us towards reasonable estimates of what it may be in the future. Whether China really contains four hundred millions of people, or only half or a third of that number, we know for a fact that, to use the Malthusian phrase, population there presses fearfully upon the means of subsistence. This is the powerful force behind that pushes emigration forward. It is not among things doubtful and debatable at all, but a fact which we know, that during about the average lifetime of a generation past there has been a large emigration from China to America, and to the Islands of the Pacific, tropical and southern seas. More ominous still, this emigration is not decreasing, or even stationary, but is, on the contrary, every year increasing. The poor Sandwich Islanders are even now at their wits end to devise means of saving themselves from being pushed out of their own homes and into the sea by the influx of Chinese; and already annexation to the United States is looked upon as the only hope. We may be sure that the new treaty, guaranteeing to the American Government the power of stopping the invasion of the yellow complexioned hordes, will give a fresh impetus to the annexation movement in the Sandwich Islands. The native race, in danger enough of extinction through the invasion of white men and their exterminating vices, view with still greater dread the new danger from another quarter; and will jump at anything that promises to protect them from it. The *Gazette* appeals to the spirit of Christianity, and says it would be an insult to it even to hint at the possibility of the anti-Chinese agitation being in accordance with its precepts. The Gospel is ocumenical in its comprehensiveness; why, then, oppose the very spirit of the Gospel by seeking to exclude the Chinese? We reply, nobody seeks to exclude them from the Gospel; on the contrary, let the Gospel command to go and teach all nations, China included, be both literally and in the spirit of it fulfilled. But is the significant fact that years upon years of trial and experience in California have failed to show any conversion of the Chinese laboring class from idolatry, when living among people of our own race, to be passed by as of no account? As we have before said, if upon a few thousands living amongst us our Christianity, such as it is, can make no impression, what hope have we of making impression upon a huge, compact mass of millions? None whatever, we reply; if the stolid, unimpressionable vis inertia of a few thousand so completely baffles our attempts to Christianize them, a mass of millions would be still more beyond our power to move. There may be, nay, must be, if prophecy is to be fulfilled, a way appointed for the conversion of the Chinese people; but assuredly, as far as experience shows, deporting them to America and the scattered islands of the sea is not that way. We heartily wish

that the *Gazette*, and all others of our contemporaries who may be inclined to what we have called the treatable sentimental view of Chinese immigration, would put Free Trade sentiment and theory aside for a while, and consider the bearing that hard facts have upon the question at issue.

THE QUESTION OF A NATIONAL TARIFF CONSIDERED—GENERAL RESUMÉ OF RESULTS.

Having, in our remarks under this heading, last week, disposed of most of the ordinary objections to a protective tariff for Canada, and explained to our readers the policy of the Government on this great question, as well as its beneficial results to the industrial classes, and on the general interests of the country, we will now lay down certain propositions in support of the above very important question. 1st. We submit that a protective tariff on foreign manufactured goods which can be produced under favorable circumstances in Canada, whilst greatly contributing to the encouragement of domestic manufactures, to the intellectual development and material happiness of our people, is identified with the agricultural, mechanical and commercial interests and general well being of the country. As to the first part of this proposition, that a protective tariff will have a tendency to encourage home manufactures, it is so self-evident that it will not be necessary to enter into any dissertation thereon. When we speak of manufactures, we allude in a special manner to such as can be produced under favorable circumstances in Canada. And as we have said before just as sure as water will seek its own level, will capital seek such investments as promise good remuneration. And what we lack in native experience and skill can easily be imported in the first instance, as illustrated by experience in the United States by the inducement of good wages and certain employment. We have in the Dominion, or can procure through commerce under equal conditions with other nations, all the elements and raw material necessary for the production of such manufactures as we require, and it will be our endeavor to convince the public that our interests demand the fostering of these industries at home. We will not detain our readers with any lengthy discussion on the next part of our proposition, viz., that manufacturing industries tend to the intellectual development and material happiness of the masses. This is illustrated by the almost innumerable inventions which by fostering domestic industries through protection have been given to the world by the United States, calling into action as they did, and concentrating as per necessity the finest faculties of the mind in the production of these scientific and mechanical inventions, suggested by the various arts, industries and necessities of the country, and which the inventors were stimulated to bring to perfection by the large rewards which success in their pursuits and studies assured. And as to the material happiness of the people, the great JOHN C. CALHOUN truly said that the wealth of the individual as well as the nation always pre-supposed the existence of three sources, viz., agriculture, manufactures and commerce, although immediately derived from any one or two of them, correctly observing that without commerce, industry would have no stimulus; without manufactures it would lack the means of production, and without agriculture neither could exist. When separated, he said, they must perish. But when we come to the last division of our proposition, that a protective tariff is identified with the agricultural, mechanical and general well being of the country, we touch hard pan as it were. And whilst we hope to mass together an array of overwhelming convincing evidence in support of our proposition, at the same time we must solicit the most careful attention of our readers to our arguments, necessarily very condensed in the premises, well knowing as we do that no mere sophistry, no mere individual opinion unsupported by cogent proof, no mere speculative theories will have a tendency, will have the effect of convincing those of our readers who differ from us in their views on this great branch of political economy, and whose studies of this science have imbued them with conclusions different from those we have formed, after a very devoted examination of the relative merits of Free Trade and Protection, of a protective as against a so-called revenue tariff for Canada. And first as to agriculture. On the assumption that we are essentially an agricultural people, the first thought which suggests itself to our consideration, to our reflection, is, what market have we for our surplus agricultural products? That of the United States is almost

closed by its tariff; that of foreign countries except for cereals, which are so exhaustive to the soil, is most uncertain, and to a great extent marred by the cost of transportation. But if we take from agriculture the superabundant labor necessary for the production of manufactures we require, we establish for ourselves a home as well as a foreign market, which will be at times certain and remunerative and better than the foreign market. On the assumption that the inhabitants of each country should confine themselves to those branches of industry for which their situation is best adapted instead of diversifying their arts and labor as, for instance, suppose Russia, United States and Canada, essentially agricultural countries, were to confine themselves to this branch of industry and sell their products to manufacturing countries, what would be the result? A ruinous competition would arise, and the sale of their products under favorable circumstances would, to a great extent, be regulated by their distance from the seaboard, for the transportation of grain from these countries east of the Volga, west of the Red River or the Saskatchewan, will involve such cost as to greatly, if not altogether, render their production unprofitable. Thus we have seen the farmers west of the Mississippi burning their grain for fuel, having no market wherein to dispose of it, until by the establishment of manufacturing industries side by side with agriculture emigration was invited, population increased, and a home market established. The free trader may say why should I—why should the industrial classes of this country be compelled to pay more to the home than the foreign manufacturer for such goods as they require? Firstly, we invite his attention to the revenue question. Secondly, in reply to the above, we answer and distinguish, they may for a time have to pay a little more money, but mark the more important fact, they will not have to give the product of more, nor as much labor, which is the essential thing to be considered. For, notwithstanding the inaccurate and distorted figures of Mr. WATTS, in his great speech before the Cobden Club, we find, on most careful examination, analysis and comparison, that the purchasing power of the industrial classes in the United States, under a high protective tariff, is as great, if not greater, than those of any country in the world. Now, we ask our readers to glance at the New England States, where manufactures, where diversified labor, are the distinguishing characteristics of the people, and what do we find? That one acre of land there is worth two in British America or the Western States! Nor will it be a sufficient reason to say it is because most of these eastern commonwealths are located on the Atlantic seaboard. The same comparison will apply between Massachusetts and Virginia as between Connecticut and Iowa. What is the cause? The agriculturist in New England has a home market for all his surplus produce among the densely settled manufacturing communities of the Eastern States, and the corn which is burnt in Nebraska and sold for 20 cents in Dubuque, Iowa, commands 55 cents in Boston; and it is the same with regard to almost all other products of the soil. But as we have said before, what better illustration does the public want that the laborer—we include in this classification the members of all branches of industry—has a greater purchasing power in the United States than in free trade countries, than the simple fact that one hundred emigrate to this high tariff protective Republic from free trade countries to the one who emigrates from her shores? Here in Canada during the Mackenzie regime, in a comparatively free trade country, enjoying, as far as liberty and safety for life and property are concerned, one of the best Governments in the world, we find that about twenty of our fellow-subjects emigrated to the south side of the St. Lawrence to the one who came over from the United States to settle on its northern shores, and one thing we must bear in mind, that whilst European markets are at times remunerative, at others unfavorable, they are always uncertain and distant. If the crops in Europe are abundant our market is correspondingly depressed, whereas by planting manufactures side by side with agriculture we establish a home as well as a foreign market for our products. But why in an especial manner is the agriculturist benefited by a protective tariff? In the first place among almost the entire farming community the class of goods entering into their consumption is excluded by the tariff, and, as a consequence, is produced better and cheaper at home. 2nd. The expensive luxuries which enter into the consumption of the wealthy and aristocratic classes, and which bear the brunt of taxation, not being used as a general rule by the great mass of the agricultural class, they escape these burdens. 3rd. The tariff creates a home market

for their wool, for their cattle, sheep, wood, in fact for all their productions, to the raised purchasing power will hit gives to the lands who derive employment from its effects, by the industries which it establishes and by the large circulating medium which it creates. The more we wish to progress in the most civilized manner on the agricultural and other industrial classes that the effect of the tariff on the ordinary classes of goods is not to enhance their price, but to exert its force in a manifold state and cause them to be produced at a lower cost, quality and at lower prices. Everything in the shape of agricultural industry, all classes of manufactures, past and entering into their general consumption, are made as well and cheap in Canada as in any part of the world, whilst owing to the large circulating medium which Protection has created, money will be firmly held only by the farmer at an enormous rate as to and 12 per cent, is now abundant at from 6 to 7 per cent, and the farmer has a cash market for all the products of the soil. For the first time in our recollection dairy produce was quoted higher the fall and summer of 1880 in Montreal than New York. But again, what other results has this tariff? It attracts skilled labor to our shores as it did in the United States, and the result is to-day that in the New England and Middle States they are manufacturing cotton and woollen goods, hardware, wooden ware, watches and machinery of all kinds at almost as low rates as they can be imported, whilst at the same time they are rivaling the most skilled nations in Europe in the perfection which they have attained in their manufactures, and one very important fact we wish to impress on our readers is that in the Eastern States where they are paying the highest price for labor, the highest price for agricultural produce, they are paying the lowest price for manufactured goods of any part of the Republic. We make these frequent allusions to the manufacturing districts of the United States because the same arguments which are applicable to them are equally so to Canada. But here let us offer to our readers another illustration of the effects of a protective tariff on the price of foreign manufactured goods. When the first Bessemer steel furnace was opened in the United States under the protection of a high specific duty on foreign steel rails, what was the selling price of the imported steel rails in New York? \$150 per ton! Within one year after they sold in Chicago for \$115 per ton, and the best domestic rail, now made in the Republic at Cleveland, Ohio, and which is equal to any rail in the world, is now selling at \$45 per ton, and has sold as low as \$37.50, whilst the steel rails in England fell before foreign competition to £4 5s. 6d. Liverpool, which was the price we believe at which Sir CHARLES TESSER manipulated his judicious and adroit purchase. So sensitive was the English market, that when on the morning of that purchase it was known that a contract for 60,000 tons had been closed, the price advanced £1 per ton, and soon went up to £8 10s. per ton. Last year in the United States some 600,000 tons of rails were produced. What effect would such a demand have on the English market? Does anyone suppose that rails could have been purchased as low as at Joliette or Cleveland for \$45 per ton? Ask the Ministers of Railways under the MACDONALD-CARRIERS and the MACKENZIE-CROUCH Administrations, and they will tell you the current rates in their days! And in connection with this industry we may say that it is asserted by the great *Iron Journal* of Philadelphia that some \$35,000,000 were paid out for labor in 1880 in the United States. The best root sugar presents another instance of what protection can do for the agriculturist. When France, under force of circumstances began to produce sugar from the beet she imposed a duty of 55 francs per quintal on foreign sugar! It cost in the first instance 16c. to produce a pound of sugar, science, industry and patience came gradually to the rescue, and to-day France is producing annually over 600,000,000 lbs. of best root sugar at a cost of 5c per lb., and even submits to an import duty on it. She produces the best sugar in the world, and the cultivation of the beet has enriched the soil in a manner never before dreamt of. We therefore deduct the following conclusions from the reasonings which we have submitted in connection with the first proposition, and the arguments which preceded it:—1st. That a protective tariff will invite capital, establish industries, diversify labor and enrich the general population of the country. 2nd. That the price of manufactured goods being governed by the cost of production, domestic competition will protect the consumer, capital and industry, naturally seeking such channels as promise good remuneration. 3rd. That a protective tariff does not enhance the price of goods to the consumer in proportion to the duty imposed, the foreign manufacturer being governed to a great extent by the duty he has to contend against. 4th. That if for a time, we have to pay a little more money for certain classes of imported goods, we do so with the price of less labor, which is the essential point to be considered. 5th. That manufacturing industries tend to the moral and intellectual development of the people, and general well-being of all classes of the community. 6th. That protection promotes the agricultural, mechanical and commercial well-being of the country, as illustrated by the comparison between manufacturing and non-manufacturing countries, by the results of limited and diversified labor.

We now proceed to lay down our second proposition relative to the effects of a protective tariff on the general well-being of the country, v. that it

will have a tendency to invite, in addition, retention of the husband capital of the firm to the general population, and particularly in the most advanced countries, to read that the position of a high protective tariff, exhibiting the results of a high protective tariff, thereby involves a large population of the country, and a large landed property. It is not only in industry, the emigration statistics of the United States that whilst the manufacturing districts of Europe contained comparatively speaking, thirty per cent of the population, the same in the United States, and non-manufacturing districts, the emigration from Ireland, Germany, Austria, etc. has been overwhelming whilst France, England and the United States retain to a great extent their population. It is for the thousands of the most skilled artisans of Europe and Great Britain have emigrated to the United States, but what has been the attraction which induced them? The high wages which the tariff ensured them, whilst the substitution of machinery for manual labor and domestic competition protected the consumer. But why, under a protective tariff, will the same results flow to Canada as to the United States? Because we can give the laborer, the artisan, the mechanic, cheap goods, cheap home-grown wages. We have an excellent constitution, healthy climate, boundless resources, all the elements necessary, with a protective tariff, to make Canada one of the greatest emigration marts of the world. We have enough water power along the banks of our canals to grind the grain of the West, and yet from Valleyfield to Beauport we have scarcely a mill of stones in operation! If we want to attract the surplus myriads of Europe to Canada we must plant manufactures side by side with agriculture. It is not necessary to expatiate on the value of the emigrant. Apart from the capital which he brings to the country, as a producer, as a consumer, in all respects, he adds to the wealth of the country. During the last year of the *MacKenzie regime* we imported some \$15,000,000 worth of manufactured goods which we could have produced under favorable circumstances ourselves. Had we done so, had this vast sum been retained in circulation among our own people, money would have been abundant, our markets would not have been flooded with foreign goods, the crisis through which we passed would not have overwhelmed us, and an era of prosperity instead of disaster would have rewarded our industry and crowned our aspirations. Some hard-headed Tory Free Trader may still ask why this Protection, why the necessity for this tariff to build up domestic industries? We answer, is it to be expected that from the outset we can compete with Great Britain and Europe, which have such cheap labor, perfected machinery, accumulated capital and commercial renown? Certainly not. But if we can say to the British and foreign artisan, we will give you better wages, cheaper and better food, a free homestead, an excellent chance to improve your social and material condition in life, we will raise you from comparative penury and want and give you comparative affluence and abundance, we will soon attract the best skill, which will educate our rising population, retain in this country the millions we have been annually sending abroad for foreign manufactured goods, sucking, as it were, the life-blood of the nation, stunting our growth, limiting our intellectual development, and obstructing the growth of a diversity of industries, which should be the strength, the greatness of the Dominion. To-day we are paying 35 per cent more for mechanical and skilled labor than in Great Britain, and with all kinds of food cheaper here than there, it must appear self-evident that the purchasing power of our industrial classes is greater than those east of the Atlantic. Every artisan in Canada under the eagle of Protection can become the owner of his own home, the lord of his own castle! He is a superior man to the artisan of Europe. We must protect our incipient industries, therefore, as we would the exposed points of our country, and we shall do so until they are firmly established, and we trust that then they will need no protection. Self-interest must be the criterion which will characterize our tariff. The voice of a past suffering people proclaim it about, and the opponents of such a policy must bend to the irresistible; if they will not bend they must break! Through Protection we will husband the capital which we sent abroad to build up foreign labor by expending it among our own artisans, and retaining it in our own country. We will husband capital by inviting, through protection, thousands of artisans and agriculturists to supply our domestic wants. Estimating an annual emigration of 10,000, and crediting each emigrant on the average with \$100 of imported capital, we have the large addition of \$1,000,000 per annum added to our wealth and circulating medium. And gradually, as we reach perfection in our manufactures, we will be able to husband capital by exporting to South America, the West Indies and other countries, manufactured goods, which we can produce under favorable circumstances, after the example of the United States. Reciprocity, which was recently looked up to as the only life preserver of the nation, we now no longer pant after, in fact, we are independent of it. The price of agricultural produce in America is regulated to a great extent by the produce exchanges of Liverpool and London, not New York or Boston. We have as yet facilities for our carrying trade from Montreal and Halifax as from the shipping ports of the neighboring republic, and with every dollar's worth of imported goods entering this country, destined for Canadian consumption passing through Montreal in summer, and Halifax in winter, we will build up two great commercial

ports on the St. Lawrence and the Atlantic. And yet, as we have said, whilst the work, rain and the utter annihilation of the Free Trade party, at the last general election, as a special consequence of the measures of policy, and the hum of industry and progress everywhere, is a striking contrast to the land in contrast to the commercial and industrial classes everywhere, stand us in the front rank of the nations with the value of capital and labor most of our protection, to defend domestic banks and bonds, that had as it were from the maintenance of the supply and demand, galvanized into a life, a fullness and strength that seems formidable in a land a people with the voice of the people at each recurring election endorsing the verdict of 78, and even giving an additional lash to Free Trade at following elections. In face of the consent of Democracy to Protection, as illustrated in the reputation by its leader of the Free Trade plank of its Cincinnati platform, in view of reason, logic, facts and popular opinion, in face of the united opinions of the great fathers of the American republic, and the best considered opinions of her greatest statesmen in favor of a protective policy to build up national industries, in face of the social and material triumphs which have glorified the history of manufacturing nations, in contrast to that of those countries which import rather than produce their own requirements, is it not, we say, to be regretted that this same party have not the moral courage to acknowledge that their past fiscal views were wrong, that Protection to our incipient industries is the necessity of the hour? If they only had the courage to acknowledge this, then we should have glorious instance of a sacrifice of party to public good, to public welfare, and Canada will bless, applaud and reward the men who, by a single stroke of genius and determination, have the courage to cut the Gordian knot and remove from the arena of politics this great fiscal question. The great standing objection which Free Traders urge in reply to all arguments, all demonstrations in favor of the necessity of Protection to build up manufacturing industries in new countries is the great triumph of free trade in England. Let us ask these so-called Free Traders how England built up her diversified labor, her manufacturing industries? Was it not by a protective—was it not by a virtually prohibitory tariff? If any one doubts this, let him glance at the statutes of Anne, William and Mary, and the Georges! Let him read the statutory enactments in favor of the woollen and iron trades, the ship building and commercial interests, and other industries of the country. Take the item of iron which, as we said before, was protected from 7s. 6d. to £18 per ton from 1717 to 1828. But when England through protection, through the vast capital, cheap labor, great natural resources, perfected machinery and commercial renown, was in a position not only to compete with, but also rival most nations of the earth, when she had, in a word, protected her industries until they no longer needed protection, then she threw open her ports to the markets of the world and advocated free trade, when she was in a position to crush foreign competition. But the political economists of England should learn one great fact, that she is having free imports but not free trade to-day in most respects. The United States erects an almost prohibitory tariff against anything which England manufactures or produces, whereas England opens her ports to the American artisan, agriculturist and laborer in all branches of industry as wide as they will swing. Mill, Smith, etc., have been evangelizing a doctrine of free trade—not free imports. They never contended that it was a wise politico-economic policy for England to open her markets to foreign countries whilst they barred their gates against British industry. What has been the result of the unequal contest in which Great Britain has been engaged? To pauperize her labor market, realize a balance of trade of \$700,000,000 against her in a single year, force her to adulterate her manufactures under pressure of foreign competition, whilst she beheld factory after factory close, bank after bank collapse, thousands and hundreds of thousands emigrating from her shores. Whilst the great Republic of the west, on the one hand, gloried in a balance of trade of \$305,000,000 in a single year, paid off \$700,000,000 of her debt in twelve years, saw her 6 per cent bonds rise from 40c. on the dollar in 1864, till her 4 per cents are quoted at 112 in 1880, and at the same time her internal commerce attained such gigantic proportions that between Philadelphia and Pittsburg more tons of freight were carried in a year than the total imported from abroad, and yet all this was done under a high protective tariff. In a recent article in the *Pall Mall Gazette*, the writer says Sir John Macdonald is attempting the bold experiment of peopling the North West under a protective tariff. Let us ask the editor of this journal how the United States under an almost prohibitory tariff attracted to her shores nearly 600,000 emigrants in the past year? It is protection which ensures remuneration to, and employment for labor, and the best evidence that the consumer is not unduly oppressed is the fact that the United States and Canada are becoming exporting countries. The most clear, positive, unanswerable proof on this point in favor of protection, is the relative, social and material conditions of the industrial classes in America and Great Britain and Europe. The population of Ireland under eighteen years of protection and subsidized industry, viz.: from 1782 to 1800, rose from 2 to 8,000,000. Whereas, under free trade, notwithstanding the ex-

traordinary prolific character of her people, the population is gradually decreasing. But admitting free trade face to face, what is the sum and substance of the principles of free traders—of such generalponents and apostles of those doctrines as Mr. McCulloch, McCulloch, Bapstist, May, Wells, Chevalier, and de Laveleye? It is substantially that a nation should confine itself to those branches of industry for which nature has best adapted the situation, and that the desire for gain, the state of their own interests, will naturally lead them to seek those branches or industry which are profitable, most conducive to their own well-being. This theory is unsound. It would be morally fatal for the inhabitants of the western hemisphere to establish manufacturing industries in competition with those of Great Britain and Europe, in the instance, without Protection. Their comparative renown—cheap superabundant labor and capital would crush out any unprotected, incipient industries. The only way to establish them on a basis, the only way to invite capital, is to give them a certain market and a fair remuneration to the manufacturer. The fostering, the creation of these industries will naturally originate invention, promote the development of the resources of the country, physically and intellectually being the equal to other people, there is no reason why we cannot, under proper conditions, rival them in the perfection which they have attained in their manufactures. If we want manufactures to enrich the people, if we want a diversity of labor to develop the moral and intellectual faculties of the people and promote our social and material happiness we must take the means to establish them, otherwise we cannot have them, and no country in the world is better adapted for the productions of such manufactures as we require than Canada! We need not trifle with the intelligence of our readers in arguing that the masses if left to themselves will naturally seek such employment as is most conducive to their own interests. Such a proposition requires no refutation, and although nature may have specially adapted Canada and the United States for agriculture, so has she furnished with all the material necessary for the supply of almost all our wants. We accept, we profit by the works of nature when they are adapted to our situation, but we improve on them when our interests demand it. We build canals to pass our raging rapids, we span our rivers to promote domestic commerce, we pierce the mountain side or bridge the mountain gorge to let pass by the lightning car. We turn aside our streams to feed our mills and factories, we make nature subservient to our own requirements, bend to our wants—irrespective of all obstacles we take the means to attain our dearest ends. So also must we do if we desire manufacturing industries, the creation of a diversity of labor, the development of the moral and intellectual faculties of the people, their social and material happiness, if we wish to attract to our shores the labor of the skilled artisan and the gold of the capitalist, if we wish to invite emigration, retain and establish on a firm basis the happiness of our great Dominion. Now we say that we rejoice to see that the intelligence, the patriotism of the people is everywhere aroused on this great question of protection. That it has assumed the form of a national instead of a sectional issue, and how right well did the people of Canada anticipate that when the leader of Her Majesty's Ministry opened the flood-gates of his intellect on this great branch of political economy that the intelligence, the patriotism of the representatives of the people would bow to the force of his logic, that the flames of our manufacturing industries which were fanned into existence by the tariff of 1859 would become as they have become—more resplendent, more brilliant than ever under the tariff of 1879. That the same cheers of the multitude, the same greetings of the masses, the same loyal acclamations which everywhere saluted the framers of Confederation would be re-echoed from the Parliamentary benches at Ottawa, and that under a Protective Government we would receive a tariff which would give, as it has given, bread to the artisan, remuneration to capital, happiness to the great Dominion of Canada.

The following is a comparative statement of the duties received at the Inland Revenue Office, Ottawa, during the month ended January 31st, 1881, and corresponding month of 1880:—

	1881.	1880.
Spirits	\$8,244 36	\$6,961 06
Tobacco	3,770 70	2,537 50
Salt	560 68	512 85
Inspection, fees	108 10	108 10
Wharves	38 84	38 84
	\$12,700 56	\$10,113 49

The persons who seek incorporation by the bill introduced by Mr. Cameron in the House of Commons (Victoria), to incorporate the Ontario and Quebec Railway Company, are Messrs. H. S. Howland, Hon. L. R. Church, Hon. J. R. Thibault, Duncan McIntyre, A. B. Gaffee, C. J. Campbell, E. E. Oster and W. H. L. Gordon. The bill provides that the company and their agents and servants may lay out, construct, finish and operate a double or single line of railway from the city of Toronto, in the Province of Ontario, through the counties of York, Ontario, Victoria, Durham, Peterborough, Hastings, Addington, Frontenac and Lanark, to a point at or near Carleton Place via the towns of Peterborough and Perth, with power to construct a branch line to the town of Lanark. The capital stock of the company is \$2,000,000 in 20,000 shares of \$100 each.

SPIRIT OF THE COMMERCIAL AND INDUSTRIAL PRESS.

FOUR PROTECTION MAKE THINGS CHEAPER IN THE END

It is a well-known fact that the tariff...

Some of the chief arguments upon which protectionists rely...

This is not merely a disingenuous statement. It is positively dishonest. The impression is sought to be made that we have had an unbroken reign of protective tariffs for ninety years...

At all the world knows, the discovery in California of what are called quartz mines...

BUYING A MINE

(American)

As all the world knows, the discovery in California of what are called quartz mines...

THE FARMER AND PROTECTION.

(Chicago Inter-Ocean.)

When nearly the whole body of the people are engaged in agriculture, as in the South, a home market for any considerable share of the crops is a simple impossibility.

careful selection of the man they send out to examine the proposed purchase...

JUDICIOUS ADVERTISING

(Chicago Industrial World.)

That judicious advertising pays, is one of the questions which, having passed the domain of speculation and experiment, has been settled conclusively in the affirmative.

The Charlottetown, P.E.I., Examiner has published a list of the new factories to be built on Egmont Bay shore, as follows:—One by H. E. Arsenault at McKie's wharf...

TORONTO PRICES CURRENT.

Table of Toronto prices for various commodities including Groceries, Hardware, and Oils.

PAINTS, ETC

Table listing prices for various types of paint and related materials.

PETROLEUM

Table listing prices for refined petroleum products.

WOOL

Table listing prices for different grades of wool.

HIDES AND SKINS

Table listing prices for various animal skins and hides.

LEATHER

Table listing prices for different types of leather.

PRODUCE

Table listing prices for various agricultural products.

PROVISIONS

Table listing prices for various food provisions.

SALT, ETC.

Table listing prices for salt and other related items.

BOOTS AND SHOES

Table listing prices for various styles of boots and shoes.

LIQUORS

Table listing prices for various types of liquor.

WINE

Table listing prices for various types of wine.

STEELE

Table listing prices for various types of steel.

TIN PLATE

Table listing prices for various types of tin plate.

DRUGS

Table listing prices for various types of drugs.

OILS

Table listing prices for various types of oil.

WEEKLY REVIEW.

Toronto, February 20th, 1901

The stock market has been quiet and prices of bank stocks generally easier. Montreal was offered to-day 1 lower with bids unchanged.

In the produce market there is little change to note. Flour remains purely nominal, with superior extra offered at \$4.80, and extra at \$4.70.

BRITISH GRAIN TRADE

London, Feb. 7.—The Mark Lane Express, in its review of the grain trade for the past week, says:—Despite the paucity of supplies the trade in bread-stuffs has been weakening during the whole week.

FOREIGN DUTIES ON TOBACCO

In Austria, France, Italy and Spain the tobacco commerce is monopolized by Government, under direction of a Regie. In Germany the duty on leaf tobacco and stems is 85 marks per 100 kilogrammes, equal to 10.40 cents per pound.

THE UNITED STATES MALT DUTY.

Washington, Feb. 8.—The Senate Finance Committee has indefinitely postponed further consideration of the House bill for imposing a specific duty on malt of 25 cents per bushel.

SUMAC AS A MOTH DESTROYER

Sumac has lately been recommended in Europe for destroying moths in clothing and articles made from skins. Until this application of it, it was only known as a dyeclog and tanning stuff.

Sumac is the name given to the young dried stems and leaves of a shrub indigenous to Southern Europe (the Rhus coriaria of Linnaeus), whose stems and leaves, in a pulverized form, are the article of commerce that goes under the appellation.

From the above, one would be led to believe that the common American sumac was very poisonous, but such is not the case. There are several poisonous shrubs belonging to the genus Rhus, to which the various species of sumac belong.

—The Thames in old London has not been frozen over since 1813 till this winter.

—From 1848 to Jan 1, 1881, California turned out in gold and silver \$2,139,258,000.

—Mme. Marie Blanc, of Monaco, has made a present to Adeline Pail of a diadem worth 80,000.

—The revenues of the Sultan of Turkey are about \$70,000,000, of which \$65,000,000 goes to the army.

—The room in which Lincoln died is the playroom of the children of Mr. Schade, editor of the Washington Sentinel.

It is expected that the iron ore shipments from Madoc during the coming season will aggregate 100 cars, or 1,200 tons per day. It will nearly all go by water from Belleville.

—The Cape Colonists expect a speedy end to the Basuto rebellion, some 4,000 troops having been liberated for service in Basutoland by the suppression of the rebellion in the Transkei.

—The Russian Budget for 1881 shows a deficit of 50,000,000 roubles, which it is proposed to cover by means of the railway fund, now indebted to the State to the amount of 138,000,000 roubles.

—The United States Government has agreed to the proposal made by France for an international conference at Paris on the bi-metallic standard. The other powers are to be invited to send representatives.

—The total value of goods entered at the port of St. John for the month of January was, for consumption, \$199,271; for warehouse, \$17,084; free goods, \$28,765; total, \$245,120. The value of exports for January was \$79,173.

—The National Cotton Exchange (of New Orleans) statement shows the amount of this year's crop received at the ports and points of the overland crossing during the five months, is 4,372,000 bales, an increase, compared with last year, of 195,000.

Advertisement for WINANS & CO. located at 18 Church St., Toronto. The ad describes their business in wool and provides contact information.

SCIENTIFIC AND PRACTICAL.

WHY A BELT RUNS TO THE HIGHER PART OF A PULLEY

Mr J H Cooper, in his 'Use of Belting' says - The edge of the belt which is towards the larger end of the cone is more rapidly drawn than the other edge. In consequence of this the advancing part of the belt is thrown into the direction of the larger part of the cone which obliges it to advance toward the cone must lead the belt in its highest part.

THE EXPANSION OF STEAM.

Prof. R. H. Thurston writes to the Scientific American as follows in answer to the question 'What is, really, the proper point of cut-off in steam engines to give maximum economy in dollars and cents?'

of any matter to the engineer. No device yet invented has ever given a rough approximation to the behavior of steam in the engine, and more about the behavior of steam in the engine, and more about the behavior of steam in the engine, and more about the behavior of steam in the engine.

THE COLOR RELATIONS OF METALS

In a paper on the color relations of metals, and notably those of copper, nickel, cobalt, iron, manganese and chromium, lately read before the Chemical Society, Mr T Bayley records some remarkable relations between solutions of these metals.

THE ELECTRIC LIGHT.

A New York paper says:—The electric light is rapidly becoming popular in this city. The firm of Fick & Hatch, which has been paying \$250 per month for gas, is now obtaining far more satisfaction from the Maxim light for about the same amount of money.

DISCOVERIES AND INVENTIONS.

A Philadelphia engineer has invented, it is claimed, a machine by which the power of the tides can be utilized. Numerous plans have been proposed for the accomplishment of this most desirable end, but only under exceptional conditions have they been practical or economical.

stations there has been a steady increase of business since the passing of the Patent Law Amendment Act in 1877 when a very sudden and extensive upward tendency manifested itself.

DUST AND FOOG

In a paper which Mr. J. H. Attkin recently read before the Royal Society of Edinburgh is a remarkable contribution to the subject of the origin of fogs, mists and clouds. According to Mr Attkin, who has made a great many experiments with moist air at various temperatures to determine the conditions which produce condensation of water vapor, the latter always condenses in the atmosphere on some solid nucleus.

—Dr. Siemens' electric lift, which has been exhibited at the Mannheim Industrial Exhibition, is a useful invention. The cage is carried by wire ropes, having counter weights, so that the cage when loaded, is practically in equilibrium.

—The Gordon lamp is giving satisfactory results. A light is obtained by it equal to about forty candles from one coil of a new generator designed by Mr. Gordon.

—The interesting property of solid bodies (discovered lately by Mr. Carnelley), in virtue of which they can be liquefied by heat only when the pressure is above a certain limit, a 'critical pressure,' while below that limit they pass (under heat) directly into the gaseous state, may be illustrated, according to Herr Haas, by the following lecture-experiment.

—Herr Wickersheimer, whose patent for the preservation of organic substances, it will be remembered, was lately bought by the Prussian Government, has now patented the following process for preserving meat for eating purposes.

INSURANCE MATTERS.

ASSIGNMENT OF POLICY

It has lately been decided by the courts that an assignment of a policy of insurance to a third party is valid, provided the policy is not a life policy, and the assignee is not a creditor of the insured.

RAILWAY MATTERS.

THE PACIFIC RAILWAY

Commenting on Canadian railway affairs... The Railway Journal says that it will naturally follow the course of the above line with much interest...

—Ten combinations in the United States control 60,000 of the 85,000 miles of railroad and are rapidly increasing in the rest.

—The directors of the Union Pacific Railroad Company have unanimously agreed to increase the capital stock \$10,000,000, to be offered to stockholders...

—Jas. McLaren and C. A. Paw, of Ottawa, and Messrs. McEneaney and Boulton, of Toronto, are seeking incorporation as the Hull Mines Railway Company...

—At the close of the annual meeting of the shareholders and directors of the Grand Junction Railway Company on Tuesday afternoon, the advisability of erecting a grain elevator in connection with the road was discussed...

—Great Western Railway of Canada traffic for week ending January 24th, 1884, was as follows:—

Table with 2 columns: Category (Passengers, Freight and live stock, Mail and sundries, Total) and Amount for 1884 and 1883.

—The traffic returns of the Grand Trunk Railway for the week ending January 22, 1884, and corresponding week last year were:—

Table with 2 columns: Category (Passengers, mails and express, Freight and live stock, Total) and Amount for 1884 and 1883.

—The Chicago & Alton gives special notice that four-wheel cars, maximum load two thousand pounds, will be charged for at the proportion of car-load rate...

—The Northern Railway Company bill, which has yet to receive its second reading in the House of Commons, provides that bonds may be issued on behalf of itself and the Hamilton and North-Western Railway Company...

—The Canada Central Railway Co. will increase the number of their locomotives, cars, etc., at an early date, owing to the increased traffic on the line.

—The Chicago Times says an important announcement, at least semi-official in nature, is to the effect that the syndicate owning the control of the St. Paul, Minneapolis & Manitoba Railroad, are seriously canvassing a project recently suggested for an extension of that road to Chicago, by an air line route.

—The mileage of railways in France at the end of 1883 was 14,150 miles, and the reported cost of construction was \$1,976,275, averaging \$139,650 per mile.

—The North American says that the Baltimore & Ohio Railroad Company is intent upon plans for a new road from Baltimore to Philadelphia.

traffic amounting to 5,251,000 tons. A softer rail near by was worn the same amount by 4,402,000 tons. In another instance the total was 15,531,000 tons for a hard rail, and 31,001,000 for a soft rail, the wear and tear being the same—one sixteenth of an inch.

—Another great bridge is to span the turbulent and changeable Missouri. The Northern Pacific Company has let the contract for a fine iron structure at Bismarck, to consist of three spans each 100 feet long, and two short spans of 150 feet each.

—Extraordinarily low freight rates are not unknown in the Eastern States. Thus the average rate per ton per mile on through business received by the Northern Railway of New Hampshire fell from 1.74 in 1873 to 0.42 per cent. last year—a charge not sufficient to pay the cost of hauling.

—The Northern Pacific Company are making arrangements to build a road from Thompson Junction via Superior city to the Montreal river to which point the land grant of the company extends; this road, in connection with other interests beyond, will make a through line to the Mackinaw and up the St. Lawrence.

—It is said that about 2,000 cars of freight bound east crowd the New York Central yard at De Witt. The Syracuse Herald says: "Since the great blockade some weeks ago there has not been so large a number of freight cars to go east as there was this morning."

—A wonderful locomotive, built at Paterson, N.J., for an inventor, who in his design turned the ordinary locomotive topsy-turvy and imparted power to the driving wheels by friction, has been tried, and is said to have given remarkably good results in drawing heavy loads up grade, but it has not yet been tested for speed.

—Upwards of 150 men, says the Quebec Chronicle, are now employed at the Q. M. O. & O. Railway workshops, foot of Crown street, putting in and fitting necessary machinery. Already \$440,000 has been expended in this work.

—The construction of the Ontario & Western is now fairly under way and a new trunk line to the West is only a matter of a few brief months. The line adopted, and on which construction is progressing starts from the river at Hoboken, passes under the hill by a tunnel, and extends northward beyond the Fallsades to Haverstraw, and from thence follows the banks of the Hudson on the line located by the defunct New York, West Shore & Chicago road, tunneling under West Point, to Cornwall.

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MINING NEWS.

NOVA SCOTIA COAL MINES.

The returns from the various coal mines in the Province for the year 1883 have nearly all been received, and the results shown are of the most satisfactory character. The amount of sales during the year has been as follows:—

Table with 2 columns: Category (1st quarter, 2d, 3d, 4th, Total) and Amount.

This shows an increase of no less than 206,035 over the sales of the year 1873—a development in one year of upwards of 3 1/2 per cent. The highest amount of sales ever before reached in the history of our coal mines was in 1873, when under the influence of the previous duty on American coal it reached 881,108 tons.

BRITISH COLUMBIA

The Yale Ledge Silver Mine continues to open out well. Messrs. Kulo and Tremayne, two experienced Cornish miners, have completed their contract by driving across the lode in the "Fannie Miller claim," which shows a masterly vein, 35 feet wide.

SALE OF MINING LANDS.

The most extensive and important sale of mining property, probably, which has ever taken place in this county has just been completed, the bargain having been closed yesterday. The Cambria Iron Works, of Johnstown, Pa., represented by Mr. Elder, solicitor of the company, and the South Bethlehem Iron Works, Pa., represented by Mr. J. D. Broadhead, president and solicitor of the company, purchased from Messrs. Lonsford and Mass, Negaunee, Mich., and Messrs. Mitchell & Coe, of Madoc, the Dufferin and Nelson mines.

MONTAQUE GOLD MINES.

Negotiations for the purchase of a large block of areas by an American Company, and arrangements for placing a first rate crusher with the latest improvements in amalgamation, promise to revolutionize mining in the district, the system heretofore adopted by some crushers here being of the rudest description.

—Among our other industries gold mining appears to be looking up. We noticed a few weeks since, that Mr. Joseph Townsend had struck a very rich lead on his property at Tangier, and we are glad to learn that this lead continues to produce very fine gold bearing quartz, and that he has, within a few days, taken very rich specimens of gold from another shaft, which he is now engaged in sinking.

—A number of English coal mines are being worked under the ocean. In Northumberland the net available quantity of coal under the sea is estimated at 43,950,000 tons, and on the Durham coast under the sea, including a breadth of three and a half miles, with an area of seventy-one square miles, 734,500,000 tons.

—The Marquette Mining Journal and Negaunee Iron Herald give the entire output of the upper peninsular iron mines for the year just passed as being 1,075,602 gross tons, at the approximate value of \$17,261,000 on board vessel. This is a mistake. The total output of the mines of the upper peninsula for the year 1880 was 1,087,535 gross tons, valued approximately, on board vessel, at \$17,220,833.

—Quicksilver is the second mining interest in California. It is obtained from its sulphuret, or cinnabar, which occurs in deposits in the Sierra Nevada and triassic rocks in the southern part of the State, but most abundantly in the Coast Range. In 1870 there were four establishments for smelting quicksilver, of which two were in Santa Clara County, and one each in Fresno and Lake counties.

—West Virginia is developing an astonishing amount of railroad enterprise. Charters for seven new railroads have been issued at Wheeling within a few weeks past. Among these are the Baltimore, Cincinnati & Western Railroad, already mentioned, the Big Sandy & Great Southern Railroad—principal office at Charleston—with \$1,000,000 capital; the new Martinsville, Middlebourne & Pennsboro' Railroad, capital \$1,000,000, running down near the south-east bank of the Ohio in parts of Wetzel and Tyler counties where there is no railroad now, the Keyser & Pendleton Railroad, \$2,000,000 capital, to run from the Baltimore & Ohio railroad, in Mineral county, through Hampshire, Grant and Hardy counties to Pendleton county, possibly, too, from part of Pittsburg's southern connection with the Lexington branch of the Richmond & Allegheny Railroad, and the Buckinghams & Western Railroad, connecting the seats of Upshur and Lewis counties. But the biggest of all has not published its intentions—the West Virginia Railroad Company, capital \$25,000,000.

—Great mines are often discovered when least expected. The following is told of the discoverer of a gulch that has yielded many millions. He had followed mining and prospecting for forty years, had been all through California, Colorado and Montana, and had prospected for twenty-five years in Georgia before coming west. He was not much at digging deep holes, but he would go round hunting for shallow diggings so long as the boys would "stake" him. He was getting worn out prospecting and when, on the 24th day of July, 1864, he camped on a tributary of Peckly Peak Creek, in Northern Montana, he said to his three companions, "Let's sink a hole on that bar, it's the last chance; if we can't find it here I don't know where next to prospect."

—It has been decided to make flannels at the mill being built by the Messrs. Gault, at Campbellford. The buildings are to be completed by July next, and will cost \$40,000. Six sets of machinery will be used, employing about 150 hands.

—As a part of the scheme for colonizing the Holy Land with Jews, it is proposed to bring the western terminus of the Euphrates Valley Railway down from Alexandria to Haifa. At Alexandria the greatest engineering difficulty is encountered at once, in climbing the steep hills which inclose the harbor. In Palestine a similar difficulty presents itself in the passage of the Jordan Valley. The most favorable estimate of the grade is as follows: From Haifa the line would follow the Plain of Esdraelon and rise to its watershed gradually, only two hundred and fifty feet in fifteen miles, but then, taking the wide passage of the valley of Jezreel towards the Jordan, it would fall nine hundred feet in the next fifteen miles.

—According to a recent return, the printing bill of the United States Government for the year ending June 30, 1880, amounted to \$2,000,000. This year it is expected it will show an increase of \$360,000. 1,900 copies are printed of each document or report of either House of Congress, and 24 copies of each bill or resolution. As in the second session of the Congress there were 3,457 bills and 2,518 reports of committees, the printing press was kept pretty busy. The cost of printing a full report of the debates in the Congressional Record is set down at \$130,000, six to seven thousand copies being printed. The printer alone cost over \$8,500 for compiling. The printer reports that he struck off in the twelve months 131 million "blanks," envelopes, etc., 17 million pamphlets and documents, 341,000 blank books; 329,000 memorandum books, and 39,138 miscellaneous bound volumes. The cost of producing some of the official reports is very heavy. Lithographing and engraving cost last year \$140,000. Printing one report—that upon diseases of swine—cost \$14,000.

MONTREAL PRICES CURRENT.

Table of Montreal prices current, categorized by Groceries, Molasses, Fruit, Rice, Salt, Fish, and Liquors. Includes items like flour, sugar, coffee, and various oils.

Table of various goods and chemicals, including leather, boots and shoes, raw furs, window glass, iron and hardware, and tin plates. Lists items like leather goods, boots, furs, and various metals.

Table of weekly review and market news, including sections for Wheat, Flour, and other commodities. Discusses market trends and prices for various goods.

public cable seems to hang on... Floating cargoes—Wheat, flour, maize, firm. Good cargoes red winter wheat...

CANADIAN PARLIAMENTARY NOTES

The principal clause in Mr. McCarthy's Bill respecting the Court of Maritime Jurisdiction in the Province of Ontario, provides— "No suit or proceeding for the recovery of the sum of two hundred dollars shall be instituted in behalf of any seaman or apprentice in the Province of Ontario, unless the owner of the ship is a British subject or declared insolvent, or unless the ship is a British ship or is sold by the authority of the said court, or unless justices acting under the authority of the act of the Parliament of Great Britain and Ireland, intituled 'The Merchant Shipping Act, 1854,' refer the case to be adjudicated by the court, or unless neither the owner nor master of the ship within twenty miles of the place where the seaman or apprentice is discharged or put ashore."

Table showing Wheat Imported and Wheat Exported data for Ontario and Quebec, including quantities and values.

Mr. Robertson (Shelburne) moved for an address of correspondence in reference to alleged inaccurate statistics submitted to the Halifax Commission under the Washington Treaty. Mr. Robertson announced that, as the result of a careful examination of the evidence, he had come to the conclusion that the charges preferred by Prof. Hinds were baseless. This is a subject which has occupied considerable attention of late, not only in this country but in Great Britain and the United States. A few Americans are jealous over Prof. Hinds' discovery, and upon it have based some very discourteous remarks regarding the manner of preparing the Canadian case; but so far the United States Government have not shown a disposition to regard the charges as serious. The Hon. J. C. Pope, Minister of Marine and Fisheries, having made a statement in the course of which he declared to charge baseless, Sir Albert Smith, his predecessor in office, made a short speech in repudiation of the Hinds' allegations. He expressed the opinion that if the Government of the United States seriously believed that the charges had any foundation the Government of Great Britain and Canada should cause an inquiry to be instituted. Mr. McDougall could not understand what grounds Prof. Hinds had for his representations, which he also regarded as baseless. From what he could learn the so-called frauds told against the Canadian case rather than against that of the Americans. He supported the suggestion of Sir Albert Smith, and added to it that if an international inquiry should take place it should cover the case of the United States as presented before the Geneva Commission. The probabilities are that unless the United States Government be disposed to take action, Prof. Hinds will be allowed to follow his ignis fatuus to the extent of his feeling of personal disappointment may urge.

STARCH FACTORY.

At a public meeting held in the Uigg (New Brunswick) Hall, to discuss the advisability of encouraging capitalists to start a starch factory in that vicinity, the following resolution was carried unanimously— "Whereas, this meeting, in view of the limited demand for our surplus potatoes, is desirous of encouraging any enterprising party or parties who wish to build a potato starch factory in this vicinity, viz. on the head of Orwell river, as the locality is well suited for such an undertaking, such as clear streams, large quantities of potatoes grown, etc. Resolved, therefore, that we promise, agree and bind ourselves severally to furnish said party or parties, for the use of said factory, the produce of the amount of land set opposite our names at 14 cents per bushel, for the term of five years."

A committee was then appointed to receive the names of those willing to subscribe their names, and the number of acres they would guarantee, after which a public meeting was held in the above named hall for further discussion. The committee's lists showed a guarantee of the produce of one hundred and thirty-two acres, as set opposite each farmer's name. It was moved and carried that a committee of five be appointed to transact any further business connected with the enterprise, after which Messrs. David Lee, John A. McQueen, William McPhail, John R. McDonald, and Charles McDonald were appointed said committee. It was moved and carried that the above resolution and minutes of meeting be published in all Island papers, inviting capitalists and offering assistance co-operation.

It is stated in Montreal that the Local Government of Quebec is taking an interest in securing the passage of the charter for the Quebec and Ontario Railway by Parliament, as it will give the Occidental a through line to Toronto and the west.

A number of medieval Greek poems, left unpublished by the late Dr. W. Wagner, are to be issued under the editorial supervision of M.M. D. Bikelas and N. Sathas. Among them are an Achilles in 1,920 lines and an Alexandrian in 3,800.

A party of fifteen skaters started from Oakville on Saturday and went fully 15 miles in a direct line to Port Dalhousie, which place they could plainly see when they returned back all safe. This is something that has not been known by the oldest inhabitant. They state that the ice was fully six inches thick the greater portion of the way.

The capitalists identified with the Lake Erie and Wisconsin Railway have organized a company, with a capital of \$16,000,000, to build a railway from Cleveland to Chicago, and another from Port Wayne Junction to St. Louis. A proposition to build eastward to Buffalo is under consideration. The new corporation is named the New York, Chicago and St. Louis Railway, and its route will constitute a new trunk line to the west.

THE METAL TRADE.

ENGLISH MARKET.

Writing on the 15th of January an English newspaper says—The first results of the new year have not been particularly encouraging...

The quarterly meeting of the Tin Plate Makers' Association was held in Birmingham on Wednesday. There was an influential attendance...

The Glasgow pig iron market has been characterized this week by a fairly extensive business in special brands for the Continent...

The bar trade is less satisfactory than any other leading branch of finished iron except iron rails.

Much interest is taken here in the progress of the Thomas-Gilchrist phosphorisation process...

The steel contains an average of about .05 or .06 per cent of phosphorus, and about .40 per cent of carbon.

The basic lining material is manufactured by Messrs. Bolckow, Vaughan & Co., at Middlesbrough...

Beyond this, seven other English steel making firms have taken licenses, and the erection of several special works is in contemplation...

In Germany the process is being steadily carried on at Horde, Ruhrort, Aix-la-Chapelle, Kalschauer, and other places.

The Horde Company have erected new and special works for the Thomas-Gilchrist process...

Messrs. DeWendel and Messrs. Stumm have also erected new works which will be started on the process early in the spring.

It is satisfactory to note that the Appeal Division of the Imperial German Patent Court has just re-affirmed the validity of the Thomas patents in Germany...

steel makers of the association that there is a probability of the London Association purchasing the Airedale works...

THE BRITISH MARKETS.

The following were the closing prices in the London metal market January 14 1891

Table with columns for item names (e.g., Pig Iron, Bessemer iron, Cast iron) and prices in various units (per ton, per cwt).

UNITED STATES MARKETS.

(American Manufacturer.)

Pittsburgh.

Pig Iron—Averaging the reports of the various commission merchants visited the amount of business doing is about fair, and prices of certain kinds of iron have advanced a little.

Manufactured Iron—There is no change to report in respect of finished iron.

Nails—Are unchanged at \$2 85 for 10d to 60d, less 2 per cent for cash...

Wrought Pipe—There are no changes to report in pipes or tubes.

Rails—Steel rails are worth from \$60 to \$61 at mill, for delivery throughout the year.

Railway Supplies—Spikes, 2 1/2 cents per pound; splice bars, 2.25 cents, track bolts, 3 1/2 cents—all 30 days.

Steel—Trade is moving along about as for some time past. There would perhaps be more activity if the weather was not so severe.

Old Rails—May be quoted same as last week. Tees, \$31@31.50, and double-heads, \$32@32.50.

Scrap Iron—No change. No. 1 wrought, \$26@27 per net ton, and railway machinery scrap \$28@29.

Copper—Ingot, 19 1/2@19 3/4 cents per pound. Manufactured unchanged, except bottoms, which are lower.

Lead—Fig, 5 1/2@5 3/4 cents per pound. Manufactured unchanged.

Philadelphia.

The plethora of money at all the financial and commercial centres continues to be felt in industrial channels.

Pig Iron—As the snow storm has arrived, threatening to bring the trade of the last four or five weeks to a standstill...

Sheet Iron—A larger amount of business was transacted by our sheet iron mills during January than during any one month for several years.

Muck Iron—A few lots have been ordered at \$38, but not delivered yet.

Sheet Iron—A larger amount of business was transacted by our sheet iron mills during January than during any one month for several years.

Iron Rails—There are rumors of pending negotiations, but rail makers are disposed to postpone business until the attitude of the market in old material is more friendly.

Steel Rails—Quotations continue \$71 inside to \$65 outside, with unauthenticated rumors of contracts placed in American mills.

Old Rails—There has been a slight decline. Doubles sold this week at \$30 and tees \$28.50.

Scrap—Scrap is scarce. It cannot be collected or delivered. Heavy scrap for forge purposes brings \$31.

Pig Iron—American It is represented that some of the furnace companies are withdrawing all options on both foundry and forge iron, at present prices.

Scotch—All brands are ruling quite steady at the range of prices ruling current during the past fortnight.

English—For the best brands of Middlesbrough there is some call, but the inferior kinds are neglected.

Old Rails—Nearly all holders are firmly insisting upon last week's prices—say \$29 for T's and \$30 for double heads.

force the payment of current prices at least by the mills which have no puddling works.

Scrap Iron—Some few small lots have been sold. There is no mention of extensive transactions.

Rails—Mill agents and sellers generally continue to speak of more or less extensive inquiry for special transactions of importance.

Manufactured Iron—There is a fair business in nearly all lines of staple descriptions of finished iron.

Tin—Several speculative holders of pig metal have closed out during the week, and with supply now mostly in strong hands, prices favor sellers.

Copper—Holders of Lake Superior ingot are firmly insisting upon 19 1/2 cents cash, but buyers seem to take only small quantities.

Lead—Domestic pig has ruled very firm at 2 1/2 cents common and 2 1/4 for refined, though without important movement.

Spelter—Domestic is stronger, and 5 1/2@5 3/4 are now the lowest prices.

Antimony—Small parcels are selling at about \$215, according to brands.

The following table shows the average price of Scotch pig iron, in Glasgow, for each year from 1849 to 1889, inclusive, excepting for the years 1850, 1856, 1859, 1861 and 1869.

Table with columns for Year, Price (s. d.), and other data for Scotch pig iron.

Polished steel may be beautifully gilded by means of the ethereal solution of gold.

A smelter's ton of copper ore is 21 cwt. and weighs 2,352 pounds, the manufactured copper being sold at 2,240 pounds to the ton.

Although navigation will not open for some time yet, business is already being done as to the regulation of freight rates.

Timber freights from the upper lakes will be 35 per cent. better than last year.

Coarse freights are offering in such quantities that rates will be sure to be higher than last season.

Lumber freights, it is judged, will be 20 per cent higher than they were during the greater part of last year at least.

Will open higher than they did last spring. Charters have already been made to carry fourteen cargoes of oak timber from Canadian ports on Lake Erie to Kingston at \$47.50 per 1,000 cubic feet, and charter at \$90 per 1,000.

GENERAL INTELLIGENCE.

SONG OF THE SCIENCES

2002004

Oh! mercy to the Madrigal that sit best in sea...

He takes the fair Anemone from off its rocky seat...

And why the strange Cerberus, to go a long way back...

Study will be zoology, and add unto your store...

FRANKLIN'S MAXIMS.

Though deep while sluggards sleep, and you shall...

It is easier to build two chimneys than to keep one...

What maintains one vice would bring up two...

He that goes a borrowing returns sorrowing...

It is foolish to lay out money in the shape of...

COLD FEET.

It is, as we have often labored to show, a mistake...

There were received in Boston, during the year...

The number of post offices in Canada on the 1st...

The cultivation of pampas grass, now so much used...

Rattray's Cigar Factory, Montreal, possesses a...

The revival of the favor in which Turkey carpets...

The first Englishman known to have been a bell-

The first Englishman known to have been a bell-

The first Englishman known to have been a bell-

The first Englishman known to have been a bell-

The first Englishman known to have been a bell-

The first Englishman known to have been a bell-

The first Englishman known to have been a bell-

BRIDGING THE NIAGARA.

A special despatch to the Buffalo Commercial from Washington says—The following is the bill introduced by Mr. Crowley...

—An extensive gold and iron mining property in Madoc has been sold to Americans for \$700,000.

—Mr. Benjamin Jafferis, traveller for Denton & Co., sanitary pottery, Lambeth, London, England...

—A number of the mounted men of Montreal have in contemplation the construction of an inclined railway up the mountain similar to the Cincinnati inclined road.

—The very elegant dress worn by Lady Macdonald at the Junior Conservative ball, held in Montreal last week, excited universal admiration among the ladies...

—The following vessels entered inward from sea at the port of Montreal for the year ending 30th June, 1880:—United Kingdom, 237; Newfoundland, 2; United States, none; British West Indies, 8; Spanish West Indies, 5; France, 5; Spain, 5; Portugal, none; Belgium, 3; Holland, 1; Germany, 1; Italy, none; Brazil, 7; British Africa, 1; Dutch East Indies, none; from sea fisheries, none; total, 275.

—The cultivation of pampas grass, now so much used for decorative purposes, has become a profitable industry in Southern California. Three quarters of an acre planted with pampas grass has yielded, at two and a half cents a head, five hundred dollars.

—Rattray's Cigar Factory, Montreal, possesses a "character." Sophia Larose is 73 years old and has been employed in the "stripping room" of the establishment for over 50 years.

—The revival of the favor in which Turkey carpets were formerly held is bringing fresh prosperity to Anatolia, the so-called Smyrna carpets nearly all of them coming from this province.

POSTAL TIME-TABLES.



Post Office, Ottawa.

ARRIVAL AND DEPARTURE OF MAILS.

Table with columns: Mail, Case, Delivered. Lists various mail routes and their delivery times.

Registered matter must be posted half an hour previously. Office hours from 8 a.m. to 5 p.m.

Post Office, Montreal.

MONTRÉAL, July 5, 1880.

Large table with columns: DELIVERY, MAILS, CLOSING. Lists arrival and departure times for various mail services to and from Montreal.

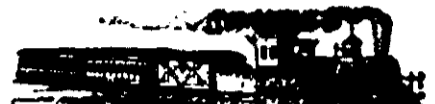
RAILWAY TIME TABLES.



Canada Central Railway

CHANGE OF TIES.

On and after MONDAY, 21st JUNE, trains will run as follows: Western Express Train, making direct connection with Grand Trunk Railway...



ST. LAWRENCE AND OTTAWA RAILWAY.

On and after THURSDAY, 10th JUNE, 1880, trains will run as follows: LEAVE OTTAWA. For the East, West, South and South-East...

From both East and West 5:00 a.m. From the East, South and South-East 4:00 p.m. From the West 6:30 p.m.

Q. M. O. & O. RAILWAY.

CHANCE OF TIME. COMMENCING on Wednesday, June 23rd, 1880, trains will run as follows:

Table with columns: Mixed, Mail, Express. Lists train schedules for Q.M.O. & O. Railway.

[Local trains between Hull and Aylmer.] Trains leave Hull and Aylmer seven minutes later. Magnificent Palace cars on all passenger trains and elegant sleeping cars on night trains.

INTERCOLONIAL RAILWAY.

SUMMER ARRANGEMENTS, commencing 14th June, 1880.

Through Express Passenger Trains run daily (except Sunday) as follows: Leave Point Lévis 7:30 a.m. River du Loup 1:00 p.m. Arrive Trois Pistoles 2:00 p.m.

PICTON.

TO BREWERS AND MALTSTERS.

The undersigned, having enlarged his storage capacity, and put in an Elevator, which is the largest and best in the County, is prepared to purchase on Commission, Barley and other grain for Maltsters and dealers.

TO CAPITALISTS.

A SPLENDID SITE FOR A LARGE MALTING ESTABLISHMENT in the heart of the celebrated Bay of Quinte barley district.

WHITE PAPER MANUFACTORY.

water clear and pure, also by gravity. Water and rail communication with all parts. For particulars, address W. F. DESPARD, Brewer, Pictou, Ont.

KINGSTON.

Kingston Vinegar Works.

The Kingston Vinegar Works, of which Mr. A. Haas is the Proprietor, manufacture White Wine, Malt, Older & other Vinegars.

PETROLEUM.

PETROLEUM IN PICTOU COUNTY, N.S.

The Devonian and Silurian formations in Pictou County are likely to yield more than promising indications of petroleum. Mr. Charles McLellan, of Rockport, Mass., has secured a valuable oil-bearing and mineral territory near the Pictou coal fields, and has found upon it bubbling springs at different places, the extreme points being fifteen miles apart, oil was found floating on the surface of water and log, very much in the same conditions as petroleum was found and gathered for medicinal purposes in what became the great oil districts of Pennsylvania before Colonel Drake demonstrated by well-sinking the existence of the great reservoirs of oil that existed beneath. Mr. McLellan found in some places on his property an escape of gas resulting from driving a stick into the mud, and from which, when lit, a large flame shot up for some time. This probably extensive oil field is only eight miles from a good sea harbor and within two miles of the railway; there is therefore every advantage for the establishment of refineries and for the shipment of crude oil, a pipe line down the river valley will conduct the oil to shipping chartered for Hamburg, Bremen, and other European oil refining centres, and the interest and maintenance of so short a line of iron piping will be an item in the cost of transport too trivial for notice in estimating the shipping charges as compared with those that lie on Pennsylvania or Ontario oils. We understand that Mr. McLellan has already had proposals to lease areas for well-sinking.—Mining Review.

The annual review of the United States petroleum production and export business for the year 1880 is hardly satisfactory. The average daily production has increased from 55,000 barrels in 1879 to 67,700 in 1880, or 12,700 barrels per diem, equal to 23 per cent. At the same time the exports have fallen off over 2,000,000 barrels, or 77,000,000 gallons. The production is thus largely in excess of the demand, but any decided decline in prices during the year has been prevented. The exports from Baltimore in 1880 were only 15,131,979 gallons, against 22,886,928 gallons in 1879, and 37,712,900 gallons in 1878. The exports from Philadelphia fell off from 92,243,108 gallons in 1879 to 54,673,946 gallons in 1880.

DANGEROUS THINGS.

In an article on the recent New York boiler explosion, the sarcastic scribbler of the New York Times thus allows his steam to escape: "No candid person can deny that a sound boiler is a dangerous thing, and that the presence of a careful and competent engineer is the only thing needed to insure its ultimate explosion. Had that boiler of the Westfield been in charge of a small boy instead of a licensed engineer, who knew his business so well that he testified that in his opinion a 'vacuum' meant 'bad air,' it would never have burst. If we want to put an end to boiler explosions we must abolish the practice of having boilers inspected and tested by the authorities, and we must forbid any able and careful engineer to approach them. Since steam boilers were invented it has never been shown before any coroner's jury or any official board that an exploded boiler was in bad condition, or that it was in charge of an ignorant or careless man. And yet, instead of learning the lesson taught by experience, we have gone on using good boilers and employing able engineers, when the infallible remedy of using lead boilers and permitting only the most ignorant and careless persons to have charge of them was within our easy reach."

NEW STEEL SHIPS.

The rapid growth of the Transatlantic trade in recent years has rendered necessary for the leading steam lines a much larger class of vessels than could have been successfully employed ten or fifteen years ago. To this end a number of iron steamers of the largest class are now in course of construction in the chief shipyards in the United Kingdom, in addition to those that have been added to the principal lines between this port and the leading ports of Great Britain. The City of Rome, in process of construction for the Inman line, at Barrow, will be of steel, 600 feet long, and have a carrying capacity of 5,500 tons. Her rival in the Cunard line will be the Syria, now in the course of construction on the Clyde, which will have a carrying capacity of 6,500 tons. It is intended that each of these vessels shall be able to run 18 knots an hour. The Cunard Company is also having three other steamships built, with a length respectively of 400, 450 and 500 feet. The Allan line is to have a new steamship 450 feet long, the Guyon line one 500 feet long, and the other lines are making arrangements for the increasing travel and freight.—N. Y. Shipping List.

PATCHING BOILERS.

When a boiler requires patching it is better to cut out the defective sheets and rivet in a new one, or, if this cannot be done, a new piece large enough to cover the defect in the old sheet may be riveted over the hole from which the defective portion has been cut out. If this occurs in any portion of the boiler subject to the action of the fire, the lap should be the same as the edges of the boiler seams, and should be carefully calked around the edges after riveting. Whenever blisters occur in a plate, patching is a comparatively simple thing as against the repairs of a plate worn by corrosion. In the latter case the defective portions of the plate should be entirely removed, and the openings should show sound metal all around, and of full thickness. It is not to be obtained within a reasonable sized opening, then the whole plate should be removed. It often occurs that a minor defect is found in a plate, and at a time when it is not convenient to stop for repairs; in such an event a "soft patch" is often applied. This consists of a piece of wrought iron carefully fitted to that portion of the boiler plate needing repairs. Holes are fitted in both plates and patch, and "patch bolts" provided for them. A thick putty consisting of white and red lead, with iron borings or filings in them, placed evenly over the inner surface of the patch, which is then tightly bolted to the boiler plate. This is at best but a temporary makeshift, and ought never to be regarded as a permanent repair. A mistake is often made in making a patch of thicker metal than that of the shell of the boiler needing it. A moment's reflection ought to show the absurdity of putting a five-sixteenth or three-eighths patch on an old one-quarter inch boiler shell; yet it is not so rare an occurrence as one would imagine. A piece of new iron three-sixteenths of an inch thick, will, in most cases, be found to be stronger than that portion of a one-quarter inch plate needing repairs.

THE MONEY MARKET.

TORONTO STOCK REPORT.

Table with columns: BANKS, CAPITAL, RESERVE, DIVIDEND, CLOSING PRICES. Includes entries for Canadian Bank, Dominion Bank, and various insurance companies.

Table with columns: DEBENTURES, INTEREST PAYABLE, WHEN PAYABLE. Includes Dominion Government stock, County (Ontario), and Toronto, Grey and Bruce bonds.

MONTREAL STOCK REPORT.

Table with columns: NAME, CAPITAL, RESERVE, DIVIDEND, CLOSING PRICES. Lists various Montreal companies like British North America, Canadian Bank of Commerce, and Montreal City Gas Company.

RAILWAY COMMISSION.

In the House of Commons on Thursday last Mr. McCarthy moved the second reading of his bill for the establishment of a Railway Commission for Canada. The preamble sets forth that disputes frequently arise between municipalities and railway companies respecting the crossing of roads and streets and the location of roads and streets across the tracks of such railways, and the manner of such crossings, and the terms and conditions applicable thereto; also as to the alignment, arrangement, disposition and limitation of tracks within such municipalities; also as to the compensation payable by railway companies for lands taken or occupied by them in which lands such municipalities are interested, or in respect of which they claim compensation, also respecting by-laws passed by municipalities in aid of railways and agreements made in relation thereto, that disputes frequently arise between railway companies themselves as to traffic arrangements, the adjustment of rates for passengers and freight, crossing of tracks and compensation therefor including cost of maintenance, the alignment, arrangement, disposition and location of tracks; rights of way over and through lands owned or occupied by railway companies, running powers; haulage, use of tracks, use of stations and station grounds, adjustment of time tables, transshipment and interchange of freight and other matters relating to powers, highways and bridges, and traffic arrangements. The bill provides for the appointment of three Commissioners, to be styled "The Railway Commissioners of Canada," one of whom "shall be of experience in the law" and one of experience in railway business, for the appointment of a "Commissioners' Registrar," and for the sitting of the Commissioners at such times and in such places, and for the conduct of their proceedings in such a manner as to them may seem most convenient for the speedy despatch of business. The bill contains forty clauses.

Six thousand five hundred tons of hay destined for the United States have been taken across the ice bridge at Hochelaga since the opening of the season.

FEATS IN SKATING.

The Dutch are famous skaters. What stunts are to the peasant of the Landes, skates are to the Dutchman in the winter. He goes to market on skates, he goes to church on skates; he goes love-making on skates. Unlike the Englishman, with whom skating is a recreation, to him it is a necessity. The silent water courses of the summer month are to him highways and byways when the frost sets in. Still it is a matter of doubt whether the Dutch equal the English in skating. They are, undoubtedly, to be credited with what is termed "staying" power, but for celebrity and the execution of figure skating, our countrymen are thought to excel. The well known Fen skater "Flesh" Smart, with the wind behind him, and over a straight course, would, we suspect, surprise the best skaters in the Netherlands, or any other Continental country. Some of the fastest time records are marvellous. One is credited with skimming over the ice a mile in 2 minutes and 4 seconds, another with having accomplished a mile and a half in 3 minutes and 6 seconds; a third with even a greater achievement. William Clarke, of Madison, Wisconsin, U.S., is credited with covering a mile in 1 minute and 55 seconds. It must, however, be remembered that no authentic evidence exists as to these performances. The distance may have been guessed at or improperly measured, or the time might have been kept imperfectly. Up to 1878, only one authenticated time is said to be placed beyond doubt. Mr. Sydney Tebbutt traversed a mile, properly measured, in 3 minutes and 15 seconds. Whether Dutchmen can eclipse these feats remains to be seen, and an opportunity will be offered for testing the point at the forthcoming international skating contest to be held in the vicinity of Rotterdam, which is promoted by the Anglo-Dutch Skating Association, and has the support of the Dutch Minister to London and the English Minister to the Hague. Reports of achievements by members of the skating clubs in Friesland and North Holland are circulated, but we shall be surprised if those of the English champion are surpassed.

DOMINION TRADE REGISTER.

INDUSTRIAL DIRECTORY.

- AGRICULTURAL IMPLEMENTS: A. S. WILKING MANUFACTURING CO.
COTTON MILLS: DUNDAS COTTON MILLS CO., Hamilton.
GLASSWARE: HAMILTON GLASS CO., Hamilton.
IRON WORKS: CANADA SCREW CO., Dundas.
LEATHER BELTING: DOMINION BELT AND HOSE CO., Toronto.
PAPER MANUFACTURERS: CANADA PAPER CO., Montreal.
SAW MANUFACTURERS: R. H. SMITH & CO., St. Catharines.
STEEL WORKS: F. DIVER & CO., Toronto.
WIRE WORKS: B. GREENING & CO., Hamilton.

CASTORINE MACHINE OIL. NONE GENUINE UNLESS BRANDED. CASTORINE MANUFACTURED BY TORONTO OIL CO. 25 SHERBORNE ST. TORONTO.

Mr. S. C. Walker, statistician of the New York Produce Exchange, states that during the year 1879 about 6,000,000 head of cattle, 12,035,361 lbs. of bacon and hams, 5,051,278 lbs. of lard, 3,957 barrels of pork, 2,436,098 lbs. of cheese, 1,501,027 lbs. of tallow and 2,816 barrels of beet were carried over the rail roads from the west for export purposes. He states further that since July, 1879, 127,000,000 bushels of wheat have been exported from America to Europe and that there was still an available surplus of about 60,000,000 bushels for export, on January 1st 1880.

All kinds of burns, including scalds and sunburns, are almost immediately relieved by the application of a solution of soda to the burnt surface. It must be remembered that dry soda will not do unless it is surrounded with a cloth moist enough to dissolve it. This method of sprinkling it on and covering it with a wet cloth is often the very best. It is sufficient to wash the wound repeatedly with a strong solution. It would be well to keep a bottle of soda always on hand, made so strong that more or less settles on the bottom. This is what is called a saturated solution, and really such a solution as this is formed when the dry soda is sprinkled on and covered with a moistened cloth. It is thought by some that the pain of a burn is caused by the hardening of the albumen of the flesh which presses on the nerves, and that the soda dissolves the albumen and relieves the pressure. Others think that the burn generates an acid acid, which the soda neutralizes.

THE DRY GOODS TRADE.

NEW YORK ADVICES

New York, February 1th, 1901.

The month of February has opened stormily in this much so, that it has not only seriously... The dry goods trade has been generally...

The Philadelphia Record, of Friday, February 4, 1901.

Dry goods are firm and the general situation is satisfactory and encouraging... The demand is light for spring goods...

The Chicago Inter-Ocean of February 1 says of dry goods.

The severe weather which has prevailed throughout the greater part of the week under review has had a tendency to check business in all parts of the interior...

Wool Market.

The largest single item of freight eastward over the Pacific railroads is wool, exceeding in tonnage tea and wine. The product of the States in 1899 is reported to have been 43,974,300 lbs., of which 44,566,900 lbs. were received at San Francisco...

much less than a rail rate from San Francisco to New York based upon the low trunk line rate from Chicago to New York... A contract for a factory has been signed...

The Montreal Evening Free Press publishes the following particulars of the total movement for the month of January 1901...

New Orleans, February 1.—The National Cotton Exchange statement shows the total movement for the five months ended January 31 of 617,821 bales by rail route...

The Montreal Evening Free Press publishes the following particulars of the total movement for the month of January 1901...

The Montreal Evening Free Press publishes the following particulars of the total movement for the month of January 1901...

The year 1899 has not proved a profitable one to American manufacturers of silk goods. Protection was greatly stimulated, and while the spring business was more active and "rushing" the fall market was over-burdened...

Table listing various goods and their prices, such as MacIntoe twist, Sewing silk, Dress goods, etc.

Total \$29,943,630

THE 'BOHEMIAN' DISASTER

Crookhaven, Ash.—There is nothing to mark the scene of the wreck of the steamer 'Bohemian' beyond large quantities of wreckage which was washed ashore... The mast and rigging were downed.

Mr. John Ward and Capt. Foster, of Smith's Falls have purchased what is known as the Gould property, including grist mill, saw mill and woollen factory...

It is proposed to establish a considerable shoe factory at St. Lin, a flourishing village about twenty-five miles north-west of Montreal...

The canning of fruit and vegetables is to be carried on by a new company at Simcoe, Ont. There are to be some sixty employees in the new concern...

On the 31st of January Rathbun & Son, Northfleet, shipped at this place, four car-loads of doors for Liverpool, England. Almost every week this firm ships a large quantity of their manufactures to Europe.

An effort is being made to establish a beet root sugar factory in Thessalburg, an enterprising town south of Ingersoll, Ont. The capital of the company is \$100,000...

The Messrs. Ogilvie, of Montreal and Senfords, are having their flooring mills rebuilt upon the Hungarian roller process, used by Rathbun & Son, at Millipetal...

Messrs. Desormeaux & Co., Montreal have purchased the premises from No. 127 to No. 141 on Melrose-avenue, for the purpose of establishing a glove manufactory. They will make very fine kid gloves. Operations will commence for the 1st of May.

The Montreal Transportation Co. proposes extending their operations by the construction of a new large at Kingston, Ont., capable of carrying 2,000 bales...

The Montreal Evening Free Press publishes the following particulars of the total movement for the month of January 1901...

The 16th machine, which is intended for McKeel's paper mill, Campbellford, has been completed, and was delivered to the building on Tuesday last...

The Hudson Cotton Factory will shortly be protected in case of fire by an apparatus known as the 'Parmiter Automatic Sprinkler'...

Hon. M. H. Cochrane, of Compton, Duncan McEwen, of Montreal, and J. A. Cochrane, of Compton, seek incorporation by letters patent as 'The Cochrane Ranch Company'...

The Montreal Witness says At a meeting on 31st January of the Provisional Directors of the new Cotton Company for the manufacture of bleached cottons...

A Montreal Witness reporter is informed that out of some 200 men employed by Mr. F. B. McNamara and his firm on his Welland Canal contract, 600 are French-Canadians from this Province...

WINDSOR HOTEL, NEWCASTLE

DUNDAS FOUNDRY AND ENGINE WORKS. ESTABLISHED 1833. THOS. WILSON, MANUFACTURER OF STEAM ENGINES, BOILERS AND ALL KINDS OF MACHINERY.

DOMINION CARD CLOTHING WORKS. MANUFACTURE all descriptions of Card Clothing, and all using the very best leather, rubber, felting and wire...

W. R. GRAY, Proprietor. DUNDAS, ONTARIO. PRICES ON APPLICATION.

STENCIL PLATES. STEEL STAMPS for marking tools, etc. STAMPS AND SEALS of every description.

PORTER & SAVAGE TANNERS. AND MANUFACTURERS OF LEATHER BELTING, FIRE ENGINE HOSE, HARNES, MOCCASINS, LACE, RUSSIA and OAK SOLE LEATHERS.

ECONOMY OF FUEL. With increased capacity of Steam Boilers, by setting boilers the Jarric method. Waste fuel used without loss; also, economizers...

THOS. SONNE, No. 177 & 178 COMMISSIONER ST. MONTREAL. Submitter and Manufacturer of TENTS, TARPAULINS, Waggon & Horse Covers and Oil Skin clothing.

PATENT NOVELTY WAGGON TOP. NOTES OF WARNING Prepared in the best interest of our Canadian Youth. Caution to Young and Middle Aged. Advice to Married and those about to Marry.

MAJOR & CIBB, MANUFACTURERS OF WIRE CLOTH AND WIRE GOODS, Importers of Railway & Mill Supplies.

DUNDAS COTTON MILLS CO. DUNDAS, ONT. MANUFACTURERS OF GREY DOMESTIC, TUCKINGS, DENIMS, CHECKED AND STRIPED SHIRTINGS...

P. Freysing & Co. MANUFACTURERS OF CORKS Every description of Corks on hand and cut to order. Also Corkwood and CORK LIFE PRESERVERS.

BRAYLEY & DEMPSTER MANUFACTURERS OF WROUGHT IRON AND SADDLERY HARDWARE. SCREW & STRAP HINGES A SPECIALTY.

TO LUMBERMEN. The undersigned is prepared to quote prices to Lumbermen for shanty and all other description of Blankets.

TO MALTSTERS. THE undersigned beg to inform maltsters and the trade that, having lately added new and powerful steam machinery...

Metal & Rubber Stamps KENYON-STEWART MFG. CO. Manufacturers of the largest variety of Dating, Office, Railway and Business Stamps, Seals, etc., in Canada.

DOMINION ORGANS & PIANOS. THE largest and most complete factory in the Dominion. 160 x 100. Highest honors ever awarded to any Maker in the world.

DOMINION Organ Company BOWMANVILLE, ONTARIO. We are now manufacturing Square and Upright Pianos. Best in the market.

PARVIL HOUSE, CORNBURG. This hotel is in the centre of the town, next to Town Hall and close to Post Office.

Manufacturing Industries of St. Catharines and Merrittton.

A St. Catharines and Merrittton manufacturing... your correspondent recently took a...

THE CITY OF ST. CATHARINES

has a population of about 11,000 and is most advantageously situated on the Welland Canal...

IRON WORKS

where some 34 machines are kept busy, principally on castings and boilers for marine purposes...

COTTON BATTING FACTORY

which is at present only running at night, in consequence of insufficient water...

WHEAT WORKS

of C. F. Mills, which were first established in 1837. This firm have in their show-room...

ST. CATHARINES WHEEL WORKS

The main building is 150 x 50 ft., 3 stories high, and the hub factory is 80 by 24, 2 stories high...

MERRITTON

is two miles further down the canal from St. Catharines, and has a population of 1,000...

WINTHROP & BARNES MANUFACTURING COMPANY

who are successors to the firm of Collinson, Burch & Company. There are employed 70 hands...

ST. CATHARINES PULP AND PAPER COMPANY

are on lock 7, and are running night and day with a staff of 31 hands. They do a large wholesale business...

HAMMER AND ROLT FACTORY

and will, at starting, require about 25 hands. The severe weather has retarded their progress materially...

THE CANADA WHEEL WORKS

of Messrs. H. Patterson & Co., who commenced business here about 12 years ago, and have extensive premises...

LINCOLN PAPER MILLS

These mills are very complete, in each and every appointment, and are most substantially built of stone...

horse-power when combined. The writer would like to give a more extended description of the fine mill...

ST. CATHARINES COTTON MILLS

but as the manager was not in at the time, a brief sketch will have to suffice for the present. Its extent, however, may be approximated when one learns...

MERRITTON COTTON MILLS

and in which 75 hands find employment at all times, and occasionally have to work overtime. These mills...

MERRITTON PAPER MILLS

of Messrs. Borden & Co., which are so well known that any extended description would be superfluous. The buildings are built massively of stone...

FACILITIES FOR SHIPMENT

The shipping facilities of both St. Catharines and Merrittton are unsurpassed, as the Welland Canal gives them a water connection with the great lakes...

CALDWELL IRON MINE

(From our Travelling Correspondent)

LAWSON, 2nd Feb. 1881. During a flying visit paid by your correspondent to Lanark Village he had the pleasure of a brief conversation with Mr. Boyd Caldwell...

ANALYSIS OF IRON ORE FOR MESSRS. BOYD, CALDWELL & CO., LAWSON. Magnetic oxide of iron 80.64, Alumina 3.38, Lignite 1.00, etc.

Equal to metallic iron 64.48 per cent. This ore is of exceedingly good quality. It is rich in iron, quite free from titanium...

The mine has been leased to Messrs. Folger, Flowers & Co., who commenced working it in December, and they have now about sixty men engaged in taking out ore for shipment to the neighboring States...

In the course of conversation with Mr. Caldwell, the question of smelting the ore in Canada came up, and he expressed himself somewhat in the following terms: "It is a matter of regret to see such quantities of ore being shipped to the United States..."

If your correspondent might be allowed to express his humble opinion, he would endorse what Mr. Caldwell says relative to the smelting of the ore at the mines. If the Americans want our iron, they will buy it as readily manufactured as in its crude state...

THE WELLAND CANAL

An American View of Canal Competition.

The latest issue of the Canadian canal, now in progress and shortly to be completed, is a very properly a matter of considerable interest to the commercial men of the United States as well as of Canada. No one can fail to see that the great lakes and the St. Lawrence offer immense facilities for the transportation of merchandise...

MILLING IN IRELAND AND IN ENGLAND

The proverb that one-half of the world does not know how the other half lives is peculiarly applicable to milling. How great the difference between the country windmill on the breezy downs that grinds the farmer's grain and the windmills of the city flour mill on river banks...

After seeing for improvement in... much time and trouble, but now the Imports and Exports for each Province and for the Dominion, are shown in detail in one general statement for each.

necessary to refer to the various tables at an expense of much time and trouble, but now the Imports and Exports for each Province and for the Dominion, are shown in detail in one general statement for each.

head is that, but his thing it up two apples, or quite shouldered production, as raised in it by the one operation.

DEATH OF THOMAS CARLYLE

Thomas Carlyle, the great biographer and historian, passed away on Saturday last after a severe and lengthened illness. This most remarkable man was born in 1795, at Ecclefechan, a small village in Dumfriesshire, where his father, a man of intellect and earnest religious feeling, held a small farm, he received the rudiments of his education at Annan.

—Mr. H. A. Fairbank, of Philadelphia, committed suicide a few days ago at Arch Arbore, Mich.

—The Inland Revenue receipts for January amounted to \$2,253,141 and for the corresponding month of last year \$2,025,111, an increase of nearly \$200,000.

—At the Hull (En.) police court recently, Thomas Boothroyd a Hatterman, was charged with using 237 lbs. of foreign manufactured tobacco. He was fined 218s and costs.

—Canadian immigration returns of 1880 are substantially as follows:—Arrivals via the St. Lawrence, 22,417, from the United States, 47,432; total, 69,849. Of these there went to the United States, 47,813, to Quebec, 239, to Manitoba, 2,552, and remained in Ontario, 19,291.

—In Vermont in 1880 there were 94 divorces. In the same State in 1878 there were 167. In New Hampshire the rate had increased from 159 in 1870 to 240 in 1878. In Massachusetts the number had increased from 140 in 1870 to 690 in 1878.

—When it is desired only to ascertain whether oil is pure or not without precise reference to the nature of the oil used in adulteration, take equal quantities of pure oil known to be pure and the oil to be tested, place the samples in separate test tubes, into which a good thermometer may also be inserted, and heat each separately to a temperature of 482° Fahr.

—The Council of the Ontario College of Pharmacy has been in session in Toronto. The receipts from August, 1880, to date were \$1,794 77, of which there was a balance on hand of \$233 49. The Council has investments to the amount of \$3,690.

—The Standing Committee of the Episcopal Church for the diocese of South Carolina recently met in Charleston for the purpose of formally passing upon the application of the Rev. Thaddeus Salters for deacon's orders. The candidate, who is a colored man, stood a creditable examination upon all the canonical requirements before the board of examiners.

—The progress of education in Ontario for the ten years 1870-79 has been steady and marked. The number of public schools at the beginning of the decade was 4,666, and at the close 5,123—an increase of 557. The amount paid for public school teachers' salaries rose from \$1,222,618 to \$2,072,822, and for the erection and repairs of school houses, fuel and contingencies, from \$489,380 to \$766,262—an increase respectively of \$850,141 and \$270,882.

—The steamer *Johnnie*, reported to have been wrecked on the Irish coast, was one of the six steamers of the Leyland line plying between Boston and Liverpool. She was built at Belfast in 1870, and combined speed with a large carrying capacity.

—A redistribution of seats may be called for in Great Britain and Ireland. In the United Kingdom there are about 3,000,000 electors, of whom Scotland had at the last election 306,000, choosing only 60 members, while Ireland and Wales together had 768,000 electors, choosing 135 members.

—At a recent meeting of the Leith Town Council, Provost Henderson, a prope memorial from certain inhabitants on nuisance said to be caused by the sewer ventilation in the streets, took occasion to address the Council on the principles and practice of sewer ventilation.

—On Saturday Wm. H. Vanderbilt paid Commissioner Gorrage the entire cost of transporting the obelisk from Alexandria to New York and erecting it in Central Park. He originally agreed to pay only for the cost of transporting the obelisk, as it was not known that it rested on any pedestal.

OPERATIONS OF THE UNITED STATES FISHERY COMMISSION.

Prof. Baird, chief of the fishery commission, gives a glowing account of the work to be done the coming season, with the aid of their new steamer. He predicts that the result will be astonishing. In 1873, says the professor, we were contented with hatching out a million shad. Last season we felt that we had done fairly in turning out fifty millions. This season we have arrangements perfected by which we can hatch 2,000,000 shad at one time and on one steamer, and we do this once a week anyhow.

IMPROVED TRADE RETURNS.

We referred a few days since to the Trade and Navigation Tables for the Fiscal year ending 30th June, 1880, recently laid before the House of Commons, and presented a few extracts therefrom to show how completely the policy of the Government has been vindicated, and the predictions of the Finance Minister verified respecting the trade and commerce of the Dominion under the present tariff.

OPIMUM-EATING IN CHICAGO.

Having observed during the last five years, as physician of the Washington Home, Chicago, a rapid increase in the number of cases to be treated for opium-habit, Dr. Earle was led to investigate the practice systematically. Fifty druggists to whom inquiries were put had 257 customers, or an average of five to each. Some, however, did not sell the drug unless prescribed, others asked a high price, etc.

NATIONAL WEALTH.

In point of wealth the United States stand near the head of the list—third on the list of all the Western nations. The United Kingdom of Great Britain and Ireland heads the list with a capital valuation of \$44,400,000,000; then comes France with \$30,700,000,000, the United States with \$32,000,000,000, Germany with \$22,000,000,000, Russia with \$15,000,000,000, and the Low Countries with \$11,150,000,000 of capital collectively.

CHEAP GAS.

According to the London *Echo*, a remarkable invention has just been patented in France. For many years inventors have been trying to devise a means of utilizing water gas, but certain "analogy prophets" pointed out that, as it cost as much to dissociate the gases forming water as they were worth as fuel when separated, the research was much like seeking for perpetual motion.

A NEW SCREW.

It is a well-known fact that the great bulk of the screws used are driven in with the hammer, and given a turn or two with a screw-driver, to bring them flush. Recognizing this fact, an ingenious inventor, for many years prominently identified with the business, has brought out a new screw, which is adapted for driving, and which enters the wood without tearing the grain.

SERIOUS ACCIDENT.

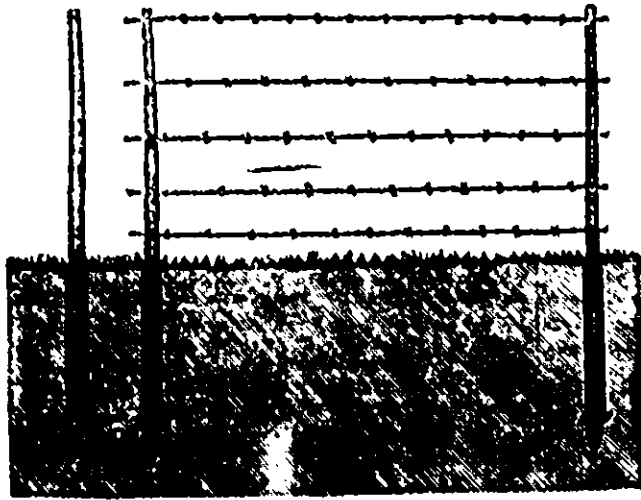
Buffalo, N. Y., 6th.—Shortly after nine o'clock this morning the roof of the Central Railroad Depot fell in, and reports said many persons were buried in the ruins. The streets were filled with people at the time, and in twenty minutes five or six thousand persons surrounded the big depot and struggled for admission. The whole eastern half of the long arch, excepting two short spans, next to the new part, had given away under the weight of melting snow and falling, buried a passenger train, partly filled with passengers, and two or more men were seen outside the car. A *Leica* showed that the No. 4 train in the depot waiting for the connecting Central train, which was late. The number of passengers on board could only be approximated, and no one seemed to be able to talk with any definiteness whether any of these were missing or not.

—On Saturday Wm. H. Vanderbilt paid Commissioner Gorrage the entire cost of transporting the obelisk from Alexandria to New York and erecting it in Central Park. He originally agreed to pay only for the cost of transporting the obelisk, as it was not known that it rested on any pedestal.

COUGHLIN'S
PATENT FROST AND FIRE PROOF
IRON FENCE POST

(PATENTED IN THE UNITED STATES AND CANADA)

THE GREATEST INVENTION OF THE AGE.



For Barbed or other wire
BEST, CHEAPEST AND
MOST DURABLE
FENCE POST ever invented
or used, being as strong with the
same weight post holes, etc.

I will build Barbed Wire
Fences with the Patent Iron
Post at a
VERY LOW FIGURE.

For particulars send for circular
Parties desirous of becoming
Local Agents, or obtaining
county rights, please apply at
once to

P. COUGHLIN, PRESCOTT, ONT.

HART EMERY WHEEL COMPANY

MANUFACTURERS OF THE

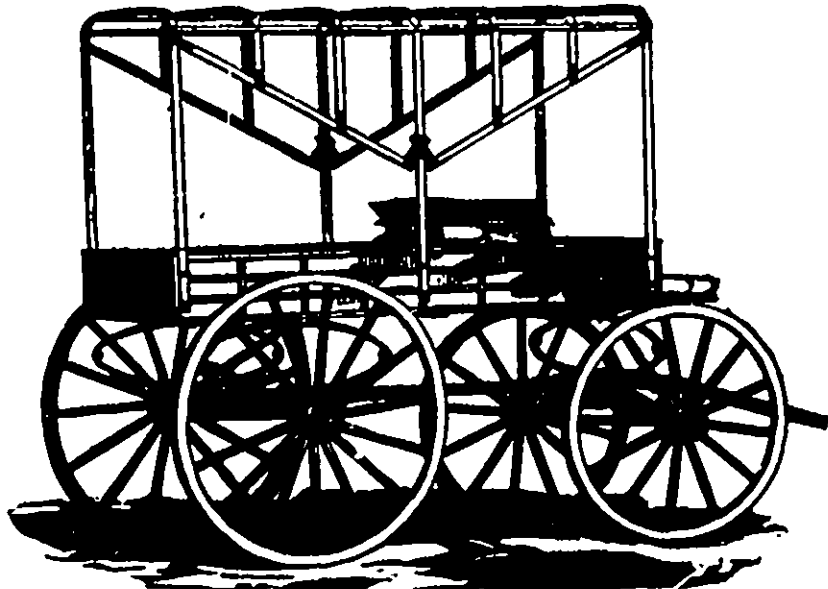
DETROIT EMERY WHEEL.

Each Wheel strengthened by a Brass Wire Web inserted. Send for Price List and Circulars.

Hamilton, Ont.

Bronze Medal and First Prize at Toronto Industrial Exhibition, 1880.

THE CELEBRATED



NATIONAL MANUFACTURING CO.

202 SPARKS STREET, OTTAWA.

NOVELTY WAGGON TOP.

SEND FOR ILLUSTRATED CATALOGUE.

McCOLL BROS. & Co.

TORONTO,

Were awarded the FIRST PRIZE for their LARDINE and other

MACHINE OILS

At the great Industrial Fair, Toronto, 1890, and

Four First Prizes and Gold Medal

At the Provincial Exhibition, Hamilton, 1880.

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

Encourage Home Industries!

Look out for Electrotpe Cut, to appear in this space, of

NORTHEY'S STEAM PUMP.

FIRST PRIZE at Toronto Industrial Exhibition and Provincial Fair, Hamilton, 1880.

Oshawa Cabinet Company,
FURNITURE MANUFACTURERS
OSHAWA.

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

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97 YONGE STREET, TORONTO.

GALT FOUNDRY & MACHINE SHOPS
COWAN & Co.

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

Steam Engines and Boilers,
PORTABLE AND STATIONARY.

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

DOMINION BOLT CO.

87 ST. PETER STREET,
MONTREAL.

WORKS IN



TORONTO.

Best Norway Carriage Bolts, }
Best Full Square Carriage Bolts, (capacity 4,000 per day.) }
Punch Bolts, all shapes, (capacity 14,000 per day.) }
Tire Bolts, } Capacity 60,000 per day and over }
Stone Bolts, } according to specification. }
Sleigh Shoe Bolts, }
Rivets, }
Hot Pressed Nuts, (daily capacity 7 tons.) }
Fancy Headed Bolts, (best iron.) }
Machine Bolts, } Capacity 14,000 per day. }
Coach Screws, }
Lag Screws, }
Bridge and Roof Bolts, (capacity according to specification) }
Railway Track Bolts, square, oval or pear-shaped }
(capacity 18,000 per day.) }
Railway Spikes, (10 tons per day.) }
Boiler Rivets, (1 ton per day.) }
Spring Bolts, from best and Norway Iron.

The quality of the Iron, finish of the Bolts and style of packages, is superior to the average, and equal to the Foreign Bolts, Nuts and Screws.

NOTICE to MILLERS

We hold the Patents and are manufacturing the
Gardner City and Berter City Patents,
Adjustable Branch Wheat Polisher,
Combination Smutler, Eartha Smutler,
Adjustable Bran Duster,
Oat and Chick Separator,
Improved Flour Packery, Barley Separator,
American Milling Iron Mills,
Milling Cloths, Buckets, etc.

CONSOLIDATED PURIFIER CO'Y.
1 & 2 MYLES DOCK, TORONTO.

ROBT. MITCHELL & CO.

MONTREAL BRASS WORKS,
BRASS FOUNDERS & FINISHERS.
Steamfitters and Plumbers, Coppermiths, &
St. Peter and Craig Streets,
MONTREAL.

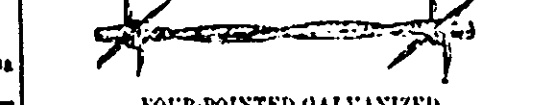
STEAM USERS

Attending the Exhibitions at Montreal and Toronto desirous of investigating how to
SAVE MONEY BY SAVING FUEL,
and at the same time secure
INCREASED CAPACITY OF STEAM POWER.

Are invited to call and see boilers in operation set with the JARVIS system of furnace. Among others in Montreal are those at Rogers & King's Iron Works, 64 Craig St.; Chas. Childs' Last and Lye Works, 112 Queen St.; and Miller Bros. & Mitchell, Engineers and Machinists, 116 King St. In Toronto at the extensive establishment of the Montreal & Toronto Rolling Co. There are now over 1,000 boilers set this way in the United States and Canada. It is the same principle as the SIEMENS STEEL PROCESS—the waste gases utilized with hot air on top of the fire, which is the only way to obtain perfect combustion. Waste fuel used without blast; also screenings, wet peat, wet hops, spent tan and shavings, &c.

JARVIS FURNACE CO.,
(P.O. Box 33) 111 KING ST. MONTREAL.

BURNELL'S



FOUR-POINTED GALVANIZED STEEL BARB WIRE FENCING.

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

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

This Barb was patented in the United States in 1877, and is no infringement on any other patent, and we will defend dealers and consumers against the threats of pretended monopolists. We claim superiority for our Barb Wire over all others for the following reasons—

- 1st.—We use only the best quality of Galvanized Annealed Steel Wire.
- 2nd.—The two strands of No. 12½ Wire are twisted together just enough to allow for the contraction and expansion of the metal, caused by heat and cold, and not so much as to injure the structure of the steel.
- 3rd.—The Barbs on our Wire are four-pointed, thus always presenting a Barb laterally or at a right angle, which is a great advantage over the Two-Barb Wires, as cattle are unable to get against the fence to break it or push it down.
- 4th.—The Barbs are fastened to the Wire at intervals of 7 inches, in a manner entirely different from any other, being securely locked around and between both wires, so that they cannot slip or move toward each other, and they also prevent the untwisting of the cable should either wire get broken.
- 5th.—The machinery by which the Barbs are put on is so perfect that the Cable Wires are not injured or weakened by the process, as is the case with other Four-Pointed Barb Wires.

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

AMES, HOLDEN & CO.

Manufacturers of and Wholesale Dealers in
BOOTS AND SHOES,
VICTORIA SQUARE,
MONTREAL.

VICTORIA MARBLE WORKS.
FURNISS & SON,

Dealers in and Importers of the
Celebrated Scotch, English & New Brunswick

Granite Monuments,

Nos. 61 and 63 York street, between Park and Bay streets, Hamilton, keep constantly on hand and will furnish on the shortest notice

All Kinds of Monumental Marble Work
Embracing Monuments, Tomb Tables, Headstones, Caskets and Table Tops, Mantles, both of Marble and Slate, &c., &c.

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IMPORTERS OF
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MANUFACTURERS OF
Brushes, Brooms and Wooden-Ware
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We call the special attention of practical painters to our Patent Hurdled Flat Brush, and our assortment of Brushes.
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Illustrated Catalogue and Price List furnished on application.