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THE CANADIAN MANUFACTURER AND INDUSTRIAL WORLD.

DEVOTED TO HOME INDUSTRIES, COMMERCE, FINANCE, INSURANCE, RAILWAYS & MINING.

Vol. 2.

TORONTO, JUNE 29, 1883.

No. 14.

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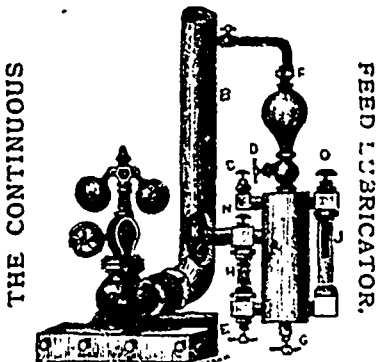
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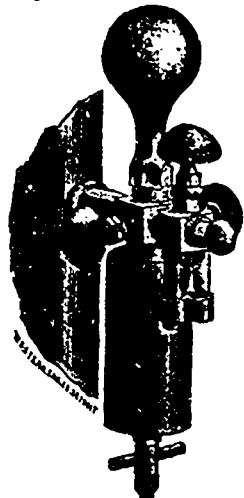
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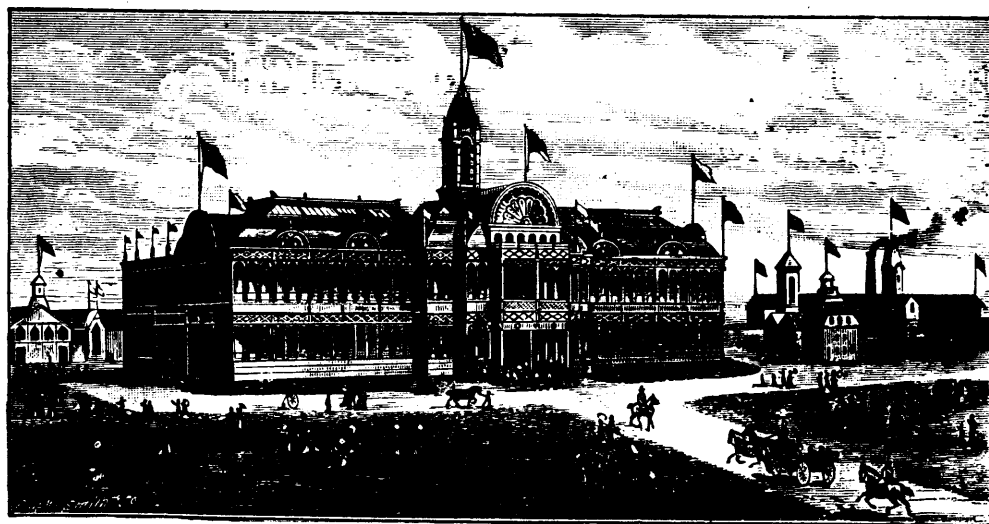
TORONTO, ONT., JUNE 29, 1883.

No. 14

THE TORONTO EXHIBITION.

The Industrial Exhibition or "Canada's Great Fair," as it is now by common consent generally called, has become a permanent institution, each successive year growing in popularity, as, apart from the enterprise displayed by the managers in providing special attractions, the splendid facilities this city possesses in the shape of railway and water communication and hotel accommodation are greatly in its favor. We have now a copy of the prize list before us, which is, as usual, a most liberal one. We notice that at the request of the manufacturers no prizes are to be awarded for Agricultural Implements, and in the Machinery department medals only will be awarded for recent inventions and improvements.

The last few seasons manufacturers have not been to the fore with large exhibits, mainly on account of their being pressed with orders so as to preclude the idea of getting up anything special for display. It is, however, an open question, whether it is not to their own benefit to make an extra effort to place their goods before the public on such occasions, when large numbers are congregated together for the express purpose of seeing what there is to be seen. It is simply advertising on a broad scale, with the advantage of probable customers being able to personally inspect the goods offered, and not having to depend mainly on descriptive catalogues or circulars. In machinery, for instance, there are often new and valuable improvements, of which it is not easy to give a lucid written description; but, on being examined



All articles to be exhibited in these classes must, however, be entered with the secretary in the same manner as other classes. Of course most manufacturers are aware that there is no charge for space in the Machinery Hall, and that the power and main line of shafting is also furnished free of cost.

Two new wings were added to the main building in 1880, and these were fitted up with shafting and power, specially fitted for the exhibition of processes of manufacture. We would like to see some of our textiles, also manufactures in other lines, represented in this department, as such exhibits are always the most popular, and could hardly fail to repay the necessary outlay, by the prominence given to the firm exhibiting. Right here the following paragraph, appearing in a previous issue, may bear repetition.

and tested by those interested, their merits are at once acknowledged, and a trade results.

The special attractions offered the public are also of much interest to exhibitors of manufactures or machinery, inasmuch as they serve to draw much larger crowds, and in consequence the exhibits are inspected by a larger constituency than would otherwise be the case. This year a leading feature will be a lively competition of Gas. vs. Electricity, the Consumers' Gas Company of Toronto having expressed their intention of making a display of gas lamps and burners, the light from which, they claim, will be superior to the electric light in economy, beauty, and steadiness. The space at our disposal this week is too limited to give further particulars, but we urge Canadian manufacturers to make an effort towards proving, by their dis-

play, the great strides this country has made during the past few years in the development of new industries, and the improvements made in those of longer standing. Mr. H. J. Hill, the manager and secretary, will willingly furnish prize lists and all necessary information, and if any of our American or English subscribers think of exhibiting, we will be glad to assist them in any way possible.

THE PRACTICAL POINT OF TWO BANK SPEECHES

With regard to the present business situation and future prospects, two of our chief financial authorities have been heard from since the month opened. Having before printed a considerable portion of Mr. Smithers' speech at the Bank of Montreal annual meeting, we now do the same with Mr. Hague's speech at the meeting of the Merchants' Bank, taking in each case what was of most general interest to the public. These speeches, we would observe, are more than expressions of opinion merely. Each of the gentlemen named has to the fullest extent the confidence and support of his directors and shareholders; and while Mr. Smithers' views indicate the actual policy of the Bank of Montreal, the views of Mr. Hague similarly indicate the policy of the Merchants' Bank. It is not in either case the opinion merely of an individual financier, however distinguished, that we are listening to; but virtually an official announcement of the policy which the bank intends to pursue. It is not merely that Mr. Smithers or Mr. Hague holds this or the other opinion on matters financial, but that the banks they respectively represent have decided upon a certain line of business policy, which is pretty sure to be carried out. Whoever fails to realize this misses the point of these speeches altogether. And therefore it is that the speeches aforesaid are properly placed where they are convenient for future reference by business men.

In both of these important official utterances the key-note may be given in one word—caution. Large houses are too apt to extend credit beyond the point of safety; while retail dealers are apt to buy more than they can sell at a profit and get paid for. It is remarked that this year Mr. Smithers is not quite as decided as he was last year in his warning as to the undue expansion of bank discounts. But, instead of concluding that he was wrong last year, we had better consider whether his warning did not really do much to avert the danger against which he warned us. Perhaps his prophecy was valuable in this respect mainly, that it went far to defeat its own fulfilment. We see, at all events, that after another year's experience he repeats the warning, though perhaps in milder form. And those who heed not his words, may ere another twelve months have reason to heed the bank's action. It is important enough to bear repeating—that what the President *says* indicates what the bank will *do*, a fact of which let all interested take notice, and govern themselves accordingly.

This is the practical view of the matter, and we may find strong confirmation thereof in Mr. Hague's speech, if we read it aright. If merchants are imprudent they suffer for it, no doubt. They stand to lose the accumulations of years at a stroke, if business goes to the bad; they run the risk of being thrown back on the world with less than nothing. But the

banks run a risk too; and frequently a far greater risk than they ought to run, says Mr. Hague. The burden of most of this want of prudence falls upon the banks, he affirms; and it is for directors and bank officers to take measures to check the evil. Any one reading the speech carefully, and taking this along with the context, need be at no loss to interpret its meaning. It means, not merely that Mr. Hague thinks the banks should do as above indicated, but that his bank, for one, will certainly do so.

If we go back to Mr. Smithers' speech we find him saying that the brakes have been put on, and that it will do no harm to keep them on a little longer. This, again, shows us what his bank intends to do. The practical point which we find in these speeches is that both the Bank of Montreal and the Merchants' Bank will keep a pretty firm hold of the brakes for some time to come. A word to the wise is enough, or ought to be.

OVER-PRODUCTION—OR OVER-IMPORTATION.

If we accept the old dictum that what everybody says must be true, then Canada has already reached the point of over-production in some branches of manufacture. Where we appear to have gone beyond the present needs of the market is in textile manufactures; not in all lines of these, however, but only in a few. In other branches—in machinery, and in manufactures of iron, wood, leather, paper, glass, also the long list generally called "miscellaneous"—our home production is still behind what the market will take, with large room for future expansion in some lines. We cannot yet make enough waggons and agricultural implements to supply the North-west, and we are still importing large quantities of iron that ought to be and easily might be produced at home. Where supply appears to have most decidedly overtaken demand is in common grey cotton, and perhaps also in cotton warps. The fact is these are the easiest of all cotton manufactures to begin on, requiring the least skill to handle and the least outlay on plant in proportion to quantity of goods turned out; and too many mills have crowded on all sail in the production of such goods, while many other lines of cotton manufacture, in which our home production is still far behind consumption, have been comparatively neglected. There are indications, too, that in the knitted goods trade we are coming well up towards the point where supply balances demand. The situation is not peculiar to Canada; however, for in the United States meetings of the knit goods trade have been held to consider plans for limiting production until the market recuperates. In woollen manufactures generally, too, production appears over the border to have overtaken demand, at least for the present. The Boston *Advertiser* recently sent out circulars to 500 woollen mills in the six New England States, and has published a summary of replies received from 250 of these establishments. According to the census of 1880, there were then 490 woollen mills in all New England, with an aggregate of 2,122 sets of cards. Now the *Advertiser's* returns show 759 sets shut down, or more than a third of the whole. Each set of cards is estimated to work up 300 pounds of wool daily, so that the falling-off in consumption

should be 230,700 pounds per day, or about 7,000,000 pounds of wool per month. In 1880, according to the census of that year, the New England States had one fourth in number of all the woollen mills in the Union, more than a third of the number of sets of cards, and used more than half the wool and turned out more than half of the woollen goods manufactured in the whole country. There is a discrepancy in the figures somewhere, however, for while the total number of sets of cards is in one place stated to be 2,122 as above, elsewhere a table appears which foots up to 2,922.

For the temporary slackness of the demand for textile fabrics in some lines various causes may be assigned; but the chief one of all is doubtless the popular dread of what may follow from tariff changes, either actual or apprehended. Immediately after the Democratic successes of last year the leaders of the Free Trade section of that party began to boast that their time had come at last, and that very shortly the country would be rejoicing in a tariff for revenue only. This caused alarm among manufacturers, while working men also began to be afraid of what might happen, and distrust of the future began to spread. Further, it has since then appeared, as an incontestable fact, that American furnaces and rolling mills are now amply able to supply all the railway iron that the country can use. In this branch, if in no other, production has beyond all question overtaken demand, and the result is a permanent one, too. These two important circumstances appear almost sufficient to account for the slackness of the home demand for wearing woollens. In the States the limit of profitable home production does not yet appear to have been reached in cottons, for new mills are still going up in the South. In the production of cheap and heavy cotton goods the South seems to have an advantage over New England, and northern manufacturers complain that the markets of the South and West for such goods are slipping away from them. The rise of cotton factories within sight of cotton plantations is a development of the time which may yet work some important changes.

After all, however, it is entirely too soon to conclude that over-production has been reached in Canada to any very alarming extent; or as a permanent thing. More to the purpose would it be to inquire whether it is not over importation, rather than over-production, which is the real cause of the present slackness in a few lines. Ever since the adoption of National Policy, a little over four years ago, both English and American manufacturers have been putting forth extraordinary efforts to "beat" the Canadian tariff. In this they have been vigorously seconded, too, by our own importers; and the result is seen in the enormous importations of dry goods during the past four years. The fact is that a rush and pressure of over-importation, for four years continued, has at last brought us to such an accumulation of dry goods, in the hands of both wholesalers and retailers, as the country will not immediately take into use. The trade feeling the effects of general embarrassment from this cause, large purchases of home made cottons, ahead and in advance of future wants, have fallen off, and dealers appear to be only buying from week to week, or from month to month, such goods as they know they can get at any time at a day or

two's notice. We feel quite confident that it will yet appear as clear as daylight, that the real, bottom cause of the slackness in the dry goods trade is over-importation from abroad, and not over production at home. Excessive importation, for four years persistently and determinedly continued, has at last brought us to the big accumulation point, at which the market *must* give way. At this point the country appears now to have arrived, and there is really no reason for wondering at the visible consequences.

A NEW INDUSTRY.

With the expansion of production and manufacture in our time there has come upon us an accumulation of refuse matter, that is extremely troublesome to get rid of, and which we know not how to utilize in any way. Prominent among waste substances are coal dust and screenings, sawdust, and the slag from furnaces. With the first some progress has already been made; in fact coal dust is now regularly used for raising steam with in many American factories, and is beginning to come into use for locomotives. The utilization of furnace slag as building material has been tried, but we are not aware of any very satisfactory results as yet with regard to it. The question of what to do with sawdust has interested a good many people for years back, but no information of the problem having been solved has yet become generally known. Bran, again, though not a waste product exactly, is a very unprofitable one to handle, on account of its great bulk in proportion to weight and value. Some time ago the Millers' Mutual Association of the United States offered a cash premium of \$1,000 for the invention and production of the best practical machine that would enable mills of ordinary capacity to compress bran economically into a suitable, cheap and safe package for export, at a saving of at least five cents per hundred pounds in the process, package and freight, over the methods now in general use. We have seen it mentioned, in a letter to the *Northwestern Miller*, that one inventor had succeeded in compressing 126 pounds of broad bran into a cylinder shaped block 16 inches high by 14 inches diameter. It all sticks so closely together that it will stand rolling down a flight of stairs, and some of it has been sent to Liverpool and back again, uncovered. This, as an experiment, was allowed to be something, but it was added that the bran was virtually ruined for all purposes that broad bran is required for, because to begin crumbling or knocking it to pieces reduces it into fine bran, which is not very well liked and sells for very much less money. If the problem of compressing bran were satisfactorily solved, a large export trade with England would spring up immediately.

It is now claimed that the problem is at last positively and satisfactorily solved, not only for bran, but also for sawdust, coal dust, and other kinds of waste products too numerous to mention. The *Chicago Industrial World* publishes a cut and description of "The Smith Consolidator," with which it is claimed that sawdust, coal screenings, tan bark, bran, etc., can be compressed into convenient form on the large scale, and at small expense. For instance, one of these machines, of medium size, will turn out sawdust in blocks, solid and

easily handled, at the rate of a ton and a half per hour. We would like to hear more of this machine, which really promises far greater results than people might at first imagine. In this wooden country, which we call Canada, its capacity for usefulness ought to be almost unlimited.

WAGES IN MASSACHUSETTS.

Elsewhere we copy from the *New York Tribune* an article on wages in Massachusetts, based on the annual report of the State Bureau of Statistics and Labor. The report gives the wages and hours of labor of 207,793 persons employed, whose occupations are thus roughly divided:—

In cotton mills, almost.....	60,000
"woollen and worsted mills, over..	55,000
"boot and shoe factories.....	37,000
"metal and metallic goods works, over.	18,000
"machine and machinery works, over....	11,000
	151,000
In miscellaneous industries, say.....	56,000

The important position occupied by the cotton manufacture, in relation to the number of persons employed, as well as in other respects, is seen at a glance. Of course wages in the metal and machinery trades, in which only men and boys are employed, touch a higher average than in the cotton mills, where women and girls do most of the work. In worsted mills the average runs higher than in cotton mills, and in woollen mills higher still. The boot and shoe factories strike a pretty high average for their numerous employees, male and female, old and young together.

In these Massachusetts figures there is an interest for Canadians as well as Americans. For the old Provinces and the Northern States lie so near together, and removal one way or the other is so easy, that no very great difference in wages on the two sides of the border can long prevail. That is, of course, supposing the same or nearly the same kind of trade policy to be in force on both sides; for undoubtedly if we had free trade here and protection there wages would quickly be affected accordingly.

Manufactures in Canada, on anything like the large scale are yet of too recent date for us to have such reports on labor and wages as are brought out every year in Massachusetts. Moreover, in reports of this kind the Bay State leads, not only all others in the Union, but the whole world. The value of such reports should, however, be apparent; and it is not unreasonable to expect that some day before long figures relating to labor and wages will regularly appear in our statistics.

SPECIAL NOTICE.

We would draw attention to the advertisement of Messrs. Leitch & Turnbull, to be found on another page. This firm have made a specialty of building elevators, and have achieved a wide reputation for their work. Their Hoists and Elevators, with their patent automatic safety detectors, are as near perfect as they can be. Of their large steam elevators some 40 or 50 leading firms in Canada are now using them, and speak in highest terms of them. Years ago Leitch & Turnbull's

Hoists and Elevators gained notoriety in the Prairie Province, and shipments were accordingly made to Manitoba and the North-West. The Government inspector has pronounced their Patent Elevator one of the safest and most perfect hoists made. The firm recently increased their capacity, also put in heavier engines and extra special machinery. This was necessary to meet the demand.

THE ERIE CANAL TOLL-FREE.

Our correspondent at Buffalo, in a letter which will be found in another column, shows that while the abolition of tolls has been an important factor in the increase of the business of the Erie Canal, it is yet too soon to determine just how important it has been, and that other causes also contributed in a considerable degree. He points out that the business of the canal has been proportionally better this year since the opening of navigation than it was during the same time last year, but he also directs attention to the fact that the canal did an even more active business in May, 1880, than in May of this year. The difference between the amount of transportation through the canal thus far during the present year and that for the same period last year he attributes in part to the fact that the railroads last year were in active competition with each other, and that by reducing rates to a point that did not pay for transportation they took considerable business from the canals, whereas this year the roads are in better agreement and maintain a living rate.—*Bradstreet's*.

A \$20.00 BIBLE REWARD.

The publishers of *Rutledge's Monthly* offer twelve valuable rewards in their *Monthly* for July, among which is the following:

We will give \$20.00 in gold to the person telling us who was Canaan's Father, by July 10th, 1883. Should two or more correct answers be received, the reward will be divided. The money will be forwarded to the winner July 15th, 1883. Persons trying for this reward must send 20 cents in silver (no postage stamps taken) with their answer, for which they will receive the August *Monthly*, in which the name and address of the winner of the reward and the correct answer will be published, and in which several more valuable rewards will be offered. Address, RUTLEDGE PUBLISHING COMPANY, Easton, Penna.

The *Detroit Free Press* says that a number of Michigan farmers, who went to Dakota expecting to find a land flowing with milk and honey, have returned poorer and wiser men. Contrast this with the fact that farmers in Manitoba are now writing to friends in Ontario, expressing satisfaction with the land and the climate and quoting prices obtained for produce at higher rates than farmers in this Province obtain.—*Berlin News*.

The *Montreal Herald* says:—A few days ago we mentioned the fact that the Richelieu and Ontario Navigation Company had insured all of their steamers in the Continental Insurance Company, of New York, at 1 per cent., whilst the insurance companies of Canada demanded 1½ per cent. We are to-day (June 20) in receipt of advices from New York, stating that the Continental head office has ordered the risk to be immediately cancelled, as it was taken by an agent out of the city, and without the approval of the President of the office in New York. We presume that our Canadian companies will highly approve of Mr. Hope's action, whatever the Navigation Company may think of it. Mr. Hope is one of the most conservative and reliable underwriters in the United States.

Mechanics and Engineering.

ELEMENTARY PAPERS FOR YOUNG MECHANICS.

X.—WHAT IS A MACHINE?

Machines have been defined to be "bodies or assemblages of bodies which transmit and modify motion and force."

The word "machine" has, from one point of view, a wide significance, and may be applied to the whole universe or to the minutest insect whose motions and forces are "transmitted and modified" through and by the various parts of its organization.

Animals are "machines," and a study of animal mechanics will well repay any one who has the time and opportunity to investigate the many wonderful combinations of bones and muscles which are to be found in the human frame, or in almost any of the animals whose external appearance we are all familiar with. The word "machine," however, has a more restricted and more commonly accepted meaning, and implies a combination of mechanism and framework, the work of human art, used to "modify and transmit motion and force" for some definite object.

Transmissions of motion and of force are performed by the same elementary parts and at the same time, and are inseparably connected; yet each may be thought out and its laws studied independently of the other. Sometimes machines are made for the express purpose of modifying motion alone, and so long as the parts are strong enough to overcome the friction produced by their own weight, the action of other forces may be immaterial. A clock or timepiece is an illustration of a machine of this kind: the sole object aimed at in its mechanism is to so modify and transmit the motion of a falling weight as to produce regular and uniform motion of the hands across the face of the dial.

In other cases great regularity of motion or velocity is not essential, but the transmission of force is all important. A circular saw may be taken as an illustration of this latter class. So long as the velocity of the cutting edges is great enough to cut cleanly, a little more speed, even a changing speed, will do no harm; and it is of far more importance that there should be force enough to keep the saw going than that it should make an exact number of revolutions each minute or hour.

A machine is composed of several parts, and those several parts are usually classified into two general divisions: 1st, the frame, and 2nd, the mechanism.

"The frame of a machine is a structure which supports the *moving pieces*, and regulates the path or kind of motion of most of them directly."

The frame is usually considered as fixed, and the motions of the moving parts have to be considered in relation to the fixed frame, as well as in relation to each other.

The frame itself may be in motion relatively to another frame, or to the earth; as, for example, the framework of a locomotive engine is fixed and stationary relatively to the shafts and moving parts of the engine, but yet may be in rapid motion relatively to the station platform which it is passing.

As a matter of fact, all our ideas of rest or fixedness, of motion or velocity, are merely relative; and all students of

mechanics should endeavor to get clear ideas on this important subject.

The moving parts of a machine are called its "mechanism." Some, again, divide the mechanism into "moving pieces," "connectors," and "bearings."

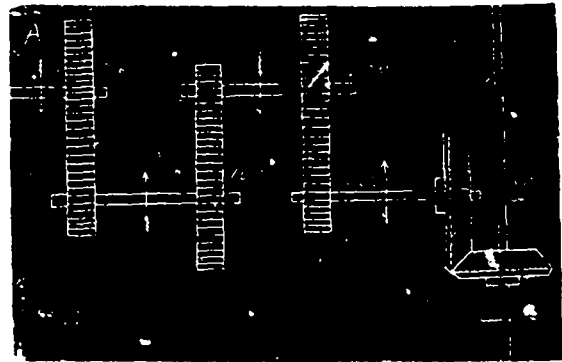
The motions of moving pieces in machinery are, 1st. *Simple rotation*, or turning about a fixed axis.

2nd. *Straight translation*, or shifting from one point to another; and in order to maintain this motion for any indefinite time it must be reciprocating; that is, it must be in opposite directions alternately.

3rd. There is a compound of the straight motion and turning, which gives a *helical*, or screw like motion. This also must alternately be in opposite directions, if maintained for an indefinite time.

Ordinary wheel gearing, although involving many intricate problems in regard to the details of the teeth, yet taken as a whole makes one of the simplest forms of moving parts in a machine.

Our illustration shows a series of shafts connected together by toothed wheels. A is the main *driver*, revolving about a fixed axis in the direction of the arrow. It drives a wheel one-half the diameter of the driver, at twice the number of revolutions and in the opposite direction.



Attached to the 2nd shaft is another large wheel driving a smaller one upon a 3rd shaft, and the direction of rotation is again reversed, and the speed increased.

On the 3rd shaft another large wheel drives a smaller one on a 4th shaft with same result. On this 4th shaft one of a pair of wheels of another form is shown driving a wheel on a shaft at right angles—the direction of rotation is shown by the arrow.

Toothed wheels connecting shafts which are parallel to one another are called *spur* wheels.

Those connecting shafts at right angles to each other are called *bevel* wheels, and when both wheels are of the same diameter they are called *mitre* wheels. Two castings off the one pattern will work into each other, and make a pair of mitre wheels, but for bevel wheels there must be a pattern made for each wheel, and one wheel of a pair of bevel wheels will not work correctly with one of any other pair.

When the shafts are at some other angle than a right angle they may be connected by "*skew bevel*" wheels. Our illustration does not show any "frame" connecting the shafts, but it is evident that a frame is necessary in order to hold the wheels in their exact position, or else they could not work.

The points of contact of the shafting with the frame are called *bearings*, and illustrate one of the meanings of that word.

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CARD OF ADVERTISING RATES ON APPLICATION.

FREDERIC NICHOLLS,
Managing Editor

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Toronto, Ont.

Editorial Notes.

"The Mills of Huddersfield" is the subject of our instalment of "Industrial England" for this issue. See under the head of "Textiles."

A New Jersey paper is credited with the remark that the Vanderbilt fortune is the only conspicuous instance in the United States of a great property holding its power to the second generation.

This season witnesses a revival of the building business in Ottawa. Early in July work will be commenced on the new Departmental Block on Wellington street, which will cost probably \$300,000. Mr. McLeod Stewart has commenced the erection of an \$80,000 block of buildings on the corner of Sparks and Elgin streets, opposite the Russell House.

The *Sentinel-Star* says that a report was circulated in Toronto, and published in the *Mail* last week, that Mr. Crossen's Car Works were to be removed from Cobourg to that city. The mayor interviewed Mr. Crossen, who gave him authority to write to the *Mail* promptly denying the statement, and also to intimate that there was no foundation whatever for the rumor.

The Chicago *Tribune* says that over-production has manifested itself in the American knit goods industry. Prices are low and unremunerative. A convention of manufacturers, representing large interests in seven different cities, was held in Troy, N. Y., on Tuesday, June 19. A proposal to shut down the mills during July and August was tabled. It was feared that some of the manufacturers would not stand by the agreement.

A judgment delivered in Toronto recently by Judge Osler is to the effect that fish inspectors are liable for loss sustained through negligent inspection by their deputies—and of course by themselves personally as well. Mr. Neil McAulay, inspector for the counties of Grey and Bruce, has a deputy named G. S. Miller, who inspected and passed a lot of fish sold to a Montreal firm. Part of the lot turned out bad, and the inspector himself, who is the party officially responsible, has to stand the loss.

To villages having factories or workshops, the stoppage of which would be regarded as a serious local calamity, we have this advice to offer: Take good precautions, in your municipal capacity, against fire, and don't be too stingy about the cost, either. If you do not, and if the factory which you look upon as a principal support of your village be burned down, it may never be built up again, where it was. If rebuilt at all, it may be in some other place. There are many instances which enforce the importance of this caution.

Discoveries of coal are reported in the Ottawa valley, one of the alleged deposits being at Mayo, in Ottawa county, on the Quebec side of the river. Another coal discovery is reported at Carlow, in the county of Hastings; which reminds us that not long ago a dispatch appeared in the papers saying that petroleum had been found in the same county, somewhere up north. If coal and petroleum be found in the rather ancient rock formations of North Hastings and the Ottawa district, then the science of geology will have to be reconstructed.

On Monday of this week the Grand Trunk commenced the running of two fast-day trains, one each way, between Toronto and Montreal, going through in ten hours. The train leaving Toronto at nine in the morning reaches Montreal at seven in the evening. These trains form part of a new fast express service all the way from Chicago to Montreal, New York, and Boston. Evidently the Grand Trunk is waking up, and getting ready to meet all competition. It is said that the track will be doubled through from Toronto to Montreal ere the present year closes.

The annual statement of the Imperial Bank, up to 30th May, has been issued in advance of the general meeting on Wednesday next, July 4th. The capital stock paid up is now \$1,500,000, with a rest of \$650,000; \$250,000 of which was added during the year recently closed. A half-yearly dividend of four per cent., same as before, is declared. The statement is considered a highly satisfactory one. The bank has now seven branches in Ontario—Fergus, Ingersoll, Port Colborne, St. Catharines, St. Thomas, Welland, and Woodstock; and two in Manitoba—Winnipeg and Brandon.

The British steamship "City of Lincoln," going out from New Orleans with a cargo of cotton and grain, got aground, and the bill of expenses for lighterage and other services in getting her off was \$80,000, which had to be paid by the underwriters. Here are some of the items:—For the use of barges for lightering \$100 per day; for towage of a lighter a few miles to the jetties, \$1,700; for each towboat, \$100 per hour, and

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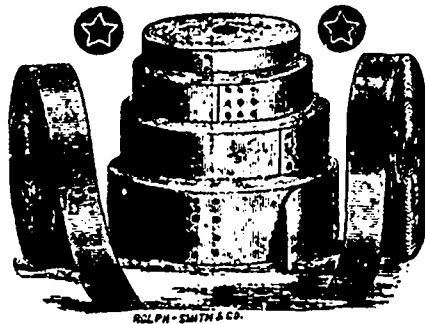
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for the use of each hawser in tugging. \$25 for each time used. The commercial press generally condemns this as outrageous, and the port of New Orleans will probably suffer in consequence.

Specimen pages of "The Royal Readers," a new series of Canadian school books, have been sent us by the publishers, James Campbell & Son, Toronto. The series consists of five books, numbered from I. to V., but making six volumes altogether, the first book being divided into two volumes. Judging from contents and specimen pages, the literary excellence of the series is the highest yet achieved in this line, while an additional recommendation is the strong infusion of Canadian character in the selections. The illustrations, of which there are many, are really beautiful, and the typographical execution leaves nothing to be desired.

The Ottawa Citizen gives prominence to the following intimation:—Lest any misunderstanding should exist on the subject, it may be as well to state, for the information of those interested, that the mining regulations in Manitoba and the North-west, with the exception of the regulations affecting coal, recently issued by the Department of the Interior, are not at present in operation; nor will they be for some time to come. The object of the delay is to give an opportunity to have them freely discussed; and, should such a course be deemed advisable, amended. The Department will be willing to consider recommendations on the subject.

The following, which appears in the Petrolia Topic, may be of interest to some of our readers: It should be known to all who are partners in business firms, that the "Act Respecting the Registration of Co-Partnerships and Business Firms" makes it imperative that the names of all persons composing such firms should be registered with the registrar of deeds for the county or riding, and any neglect to register renders the firm liable to the penalty of \$100, which may be sued for by any common informer, one-half the penalty going to such informer and the other half to the Crown. We believe that in and around Petrolia dozens of producing and drilling firms could be found doing business without registration of partnership having been made.

A railway journal calls the attention of engineers and managers to the fact that of late years they seem to have lost sight of the increase of dead-weight in cars. Castings and timbers are too clumsy. Part of the dead-weight might be removed and the strength of the cars added to. To which let us add a certain comparison. A common road waggon, weighing fifteen hundred pounds, will carry with all safety three tons, or four times its own weight. Frequently a Canadian teamster puts on his waggon more than that weight of green lumber or firewood. But to carry a load equal to its own dead-weight, say ton for ton, is about as much as railway cars are expected to do. Of course the speed at which railway cars go greatly increases shock and concussion, but on the other hand the smoothness of the rail and the roughness of the waggon road have to be considered. There certainly seems to be room for improvement in the way of lightening the excessive dead-weight of freight cars.

Bankrupt stocks of dry goods, to the amount of over \$100,000, have been thrown on the Winnipeg market, and meetings of the trade have been held to consider what to do in the premises. While these bankrupt stocks are being offered at retail for what they will fetch, solvent dealers cannot make sales. With regard to the dry goods trade in the North-west, one remark may be made. People going to that new country mostly expect to "rough it" for a time. Teams, cows, implements, waggons, and some kind of houses to live in they must have; but during their pioneer period old clothes will answer about as well as new. They will have to be pretty well settled, and must have begun to feel comfortable in their new quarters, before they will indulge much in fine clothes and many changes of them. We fancy this will go far to account for the present condition of the dry goods trade in the North-west; excessive purchases in the first place being, however, the main cause of all.

On Saturday, the 16th inst., just one day after the date of our last issue, Chicago was startled out of its propriety by the rumour that the big lard corner engineered by Peter McGeoch, a leading operator in that market, had collapsed. A tumble in lard immediately followed, with enormous losses to parties on the wrong side of the deal. It has been estimated that the losses incurred will foot up five million dollars, but the most recent developments show that even this large amount will be exceeded. It is said now that this is one of the worst breaks, perhaps the very worst, that ever happened in Chicago. As a consequence the market for hog products has been weak ever since, and according to latest advices the tendency is still downward. To show how the grain and provision markets have been tending, we quote below the closing prices at Chicago on the 26th inst., compared with prices the same date last year, for July delivery—for the articles named.—

	1882.	1883.
Wheat	\$1.16 1/2	\$1.02 3/4
Corn	74 1/2	53 7/8
Oats	38 3/4	34
Pork	21.62 1/2	16.65
Lard	11.77 1/2	9.35

It is claimed that Alexander Graham Bell, the inventor of the telephone, has discovered a method of transmitting electrical action under ground, by which all difficulties arising from induction are overcome. By his plan, it is said, two cables not thicker than a finger are made capable of affording either telegraph or telephone facilities to every house in the largest of cities.

THE AMERICAN PLOW CO., AYR, ONT.—The prospectus of this company is now public. The company has been duly organized, the charter applied for, and the following gentlemen elected Provisional Directors: Messrs John Watson, Ayr; David Goldie, Ayr; John P. Ford, Ayr; James Patterson, Galt; William Lovett, Ayr. The capital stock of this company will be \$100,000—1,000 shares of \$100 each. More than half of the stock has already been subscribed, and the balance is now open for allotment. The company have made arrangements with Messrs. B. D. Buford & Co., of Rock Island, Illinois, one of the largest plow manufacturers in the United States, whose plows have acquired a reputation in Manitoba and the Northwest as being by all odds the best in the country. By this arrangement the company is possessed of all patterns, dies, tools, &c., required to commence operations at once, and have the assurance that the plows manufactured will be suitable from the start, and can be made at the lowest minimum price.

Financial and Commercial.

TORONTO, Thursday, June 28, 1883.

About this time of year a number of Canadian banks hold their annual meetings. In our last issue we devoted some of our space to reproducing the most generally interesting portions of Mr. Smithers' speech at the Bank of Montreal meeting; and this time we give the greater part of the speech made by Mr. Hague, at the meeting of the Merchants' Bank. As reviews of the year's business, with glances at future prospects, these speeches are of permanent interest, and will bear reading over more than once. Further, and as we have elsewhere pointed out, they are of very immediate and practical interest to all business men, for the reason that they indicate, if carefully scanned, what the actual policy of the two banks spoken for will almost certainly be.

The following are the closing quotations on the Toronto Stock Exchange for Wednesday, June 27, compared with those of the same day two weeks before:—

BANKS.	June 13.		June 27.	
	Asked.	Lid.	Asked.	Bid.
Montreal.....	198½	198½	198½	198
Ontario.....	112	111½	112	111½
Molson's.....	157	156½	185½	185½
Toronto.....	124½	123½	123½	123½
Merchants'.....	136	135½	131½	131½
Commerce.....	132½	132½	143½	143½
do xd.....	146	145½	143½	143½
Imperial.....	143	142½	158½	158½
do xd.....	159½	159½	197	196½
Federal.....	196½	196½	115½	114½
Dominion.....	118	117½	114	114
Standard.....	114½	114	118	116½
do xd.....	114½	113½	114	112½
Hamilton.....	118	116	141	140½
MISCELLANEOUS.				
British America.....	142	141	147½	143½
Western Assurance.....	89	88½	90	87
Canada Life.....	100	100	100	100
Confederation Life Association.....	147½	147½	100	100
Consumers' Gas.....	150	150	155	155
Dominion Telegraph.....	74s.	73s. 3d.	68s. 6d	68s. 3d.
Montreal Telegraph.....	100	100	100	100
Lybster Cotton.....	100	100	100	100
Globe Printing Co'y.....	158	158	155	155
Ontario and Qu'Appelle.....	158	158	155	155
N. W. L. Co.....	74s.	73s. 3d.	68s. 6d	68s. 3d.

The following are the closing quotations of the Montreal Stock Exchange for Wednesday, June 27, compared with those of the same day two weeks before:—

BANKS.	June 13.		June 27.	
	Asked.	Bid.	Asked.	Bid.
Montreal.....	199	198½	198½	197½
do xd.....	112½	111½	112	111
Ontario xd.....	80	79	79½	78
People's.....	126	124½	126	124
Molson's.....	187½	186½	185½	185½
Toronto.....	124½	124½	123½	123½
Jacques Cartier.....	124½	124½	123½	123½
Merchants' xd.....	93	93	95	95
Quebec.....	136½	136	132½	131½
Union.....	131	132½	132½	131½
do xd.....	160	158	158	158½
Commerce.....	131	132½	132½	131½
do xd.....	160	158	158	158½
Exchange.....	160	158	158	158½
Federal.....	160	158	158	158½
MISCELLANEOUS.				
Montreal Telegraph.....	126½	125½	124	124
do xd.....	81	80½	79½	79½
Dominion Telegraph.....	81	80½	79½	79½
Richelieu and Ontario Nav.....	81	80½	79½	79½

	June 13.		June 27.	
	Asked.	Bid.	Asked	Bid.
City Passenger Railway.....	134	133	133	132½
Montreal Gas.....	177	176½	177	176½
Canada Cotton.....	105	102	95	95
Dundas Cotton.....	82	82	82	82
Ontario Investment.....	124	123	125	124
St. Paul M. & M.....	70s.	73s.	71s.	65s.
North-West Land Co.....	63½	63	65	64½
Canadian Pacific.....	63½	63	65	64½

We are to have a new bank with its head office in Toronto—the Central Bank of Canada—with an authorized capital of \$1,000,000. Mr. David Blain is chairman of the Provisional Board; and Mr. A. A. Allen, local Manager of the Ontario Bank, is to be cashier. Premises have been secured on Yonge street, immediately north of the Bank of British North America. The daily papers say that stock is rapidly being taken up by investors.

Money for safe purposes is reported plentiful and cheap in Montreal, but speculative business drags, and is comparatively dormant. Canadian Pacific Railway stock is on the rise, and is said to be in demand by investors. In Toronto the same remark as to money, and the dulness of stock speculation generally, may be made.

Heavy rains during the last fortnight have had rather a depressing effect on trade generally, it being feared that we were getting too much for the good of the crops. Present indications, however, favor the belief that a turn has been reached, and that a spell of fine weather is at hand. Concerning the dry goods trade the *Globe* in its weekly review says:—"Accepting the statements of experienced and reliable merchants, the trade has been in a most unsatisfactory condition for some weeks past, and the outlook is far from making up for the past season's deficiencies. In some respects similar is the boot and shoe trade, which is said to be exceedingly dull at present. Manufacturers are not encouraged by reports from the retail dealers to press on with work which does not seem to be wanted. The falling off in demand is owing to an exercise of economy among the consumers, who are getting through the summer without using summer goods." In other departments of business there is nothing very special to take note of. The grain and provision trades are both in a state of expectancy and uncertainty, pending the test whether great "corners" are likely after this to be as frequent or as successful as in recent years, and the event of the harvest.

MR. HAGUE ON THE FINANCIAL SITUATION.

At the annual meeting of the Merchants' Bank, held at Montreal on Wednesday, June 20th, Mr. Hague, the General Manager, said:—

GENTLEMEN,—It is a source of satisfaction to Directors and officers in a position of responsibility—I may say of heavy responsibility—when they find their efforts appreciated by those whom they serve. The manner in which this report has been received shows that there has been appreciation. The result of the year's working have been, on the whole, satisfactory. This, indeed, is the first year in which the profits have been satisfactory to myself. But they have not been realized without an unusual amount of care and watchfulness. It has

been an anxious year for the most part. The evil that has afflicted our community so seriously in former years, viz., the giving and taking of unreasonable amounts of credit, has again broken out, and it has brought with it, in many quarters, its usual accompaniment of commercial trouble.

For, gentlemen, I speak from long conviction in saying that the credit system—although the very life of both commerce and banking—is sometimes very seriously abused in Canada. There has been in various quarters an entire lack of prudence and consideration of circumstances, both with regard to the present standing of customers and their antecedents, leading to the giving of credit for larger amounts than the case warranted. Customers also, notwithstanding excuses urged (such as importunity of travellers, etc.), are often equally blameable in taking credit, and buying goods to an amount far beyond their ability to meet within a reasonable time.

The responsibilities involved in taking credit are often entirely overlooked—responsibility to keep well insured, for example.

If there is a brisk season it is taken for granted it will always last. No provision is made for contingencies or changes, for a reverse of trade or for altered circumstances. But reverses and changes are a part of the ordinary contingencies of life. They come inevitably after a time. Then those who are unprepared are found with heavy stocks of goods they cannot sell, book debts they cannot collect, and engagements they cannot meet; possibly also with lots of real estate, bought also on credit, the payments on which are coming due simultaneously with payments for merchandise, all finally leading to entanglement and embarrassment.

Now, it may not strike you as it does me, but the simple fact is, that the burden of most of this want of prudence falls upon the banks. It is sometimes said that the banks have themselves to blame for many of the troubles that befall themselves and their customers. This is perfectly true. Bankers are, no doubt, often to blame for being good natured, and for yielding to importunity. The fact is we must make up our minds to be blamed in any case. For my part, I would rather be blamed for refusing the accommodation which will do a customer harm, than for granting it and doing him an injury thereby.

This is a question of the very first importance for bank shareholders. It is generally your money, in reality, gentlemen, that is at stake when over-crediting is being carried on. You are all, therefore, interested in diminishing this great evil.

But so far as active steps are concerned, it is for Directors and bank officers to take measures to check it. In so doing, they have the real interest of customers in view. I hold, indeed, that a judicious banker may often prevent his customers from making shipwreck of their business, if they will only listen to his advice, and limit credit within reasonable bounds. So far from being restive and sensitive under such advice, a prudent merchant will be glad to take all the hints he can get. And if the banker goes farther, and absolutely refuses to allow certain lines to be increased, the last thing a wise trader will do will be to endeavor to place the paper elsewhere. I need not say to you, however, that this is only too common a practice. But it is done at your risk, and sometimes at your expense. The risk of all this falls on bank stockholders, and they have to meet its consequences occasionally in the most unpleasant shape possible. A prudent merchant, I repeat, will not seek accommodation in other quarters when a check is put upon the amount done on certain names. He will rather restrict his dealings with these customers, and in so doing he will generally save himself from loss—perhaps from failure.

The practice of keeping two or three bank accounts is not a judicious one. I speak thus after twenty years' experience. It is only the very strongest house that can afford to run the risk of it. It prevents the merchant having the benefit of the banker's information and the banker's judgment as to the amount of credit he is giving. This wholesome check being

removed, credit is apt to be extended, until that dangerous period is reached when accounts get entirely beyond control. In nine cases out of ten, when this transpires, the failure of the merchant himself is only a question of time.

I have long noted it, as a matter of fact, that in nearly every case of mercantile failure, two or three banking accounts have been kept.

Far indeed am I from saying that every merchant who discounts at more than one bank is in an unsound condition. But I do say this, that the practice leads to undue extension of credit, deprives a customer of the benefit of the banker's information and judgment, and leads indirectly to losses which may ultimately bring the merchant down. I am satisfied, from long years of observation, that many mercantile failures, and those of a large amount and importance, would have been in all probability prevented if only one account had been kept.

It is generally an unreasonable amount of credit given to a few persons that causes a merchant's ruin. Now, if the paper of these persons is all placed in one bank, the amount is likely to be noticed and a check imposed before much mischief is done. But if the paper is spread over two or three institutions, the amount is not so large as to excite special attention. The mischief then goes on unchecked until it is too late to be remedied. There is this further to be said, that parties who keep accounts with two or more banks have no claim on any of them when a time of pressure comes.

Although aware that this strain of remark may be unpalatable, a sense of duty to the Bank and its constituents leads me to take it up. The Bank, let me say, can have no interest but in the welfare of its customers. And it would be a matter of pride and satisfaction to us all, were the customers of this Bank so dealt with, that they would avoid disasters, and continue in business steadily year after year; surviving the hard times that trouble us at intervals, and keeping accounts that were a source of equal satisfaction to themselves and to the Bank. This I believe possible, if customers will give us their undivided confidence.

The subject of credit is the very essence of our business. We dispense credit ourselves through our customers. If they are judicious, they prosper, and help us to prosper. If otherwise, they trouble us and themselves also.

There is much said just now of over-trading and over-production. But over-trading rarely takes place except by abuse of credit.

The same applies to over-production. People rarely, if ever, over produce when they are working on their own capital. It is by means of borrowed money and high discounts that mischief is done. Excuse me, therefore, dwelling on it at such a length.

These remarks bear with special force on the state of things which has prevailed during the past year. It has been a year, as I have said, of very considerable anxiety. Our discounts have been high. Every branch of business has been carried on with great enterprise and activity, Canada had a good harvest and our forests yielded well. This state of things always stimulates business. Men are hopeful, and ready to buy and sell. They are ready also to give and take credit. Promissory notes and bills of exchange always increase at such times, and the banks are heavily drawn upon for loans and discounts. Men are ready also to extend old enterprises and engage in new ones. There has been much of this, as you are aware. The extension of our cotton and woollen factories has been very great, and has absorbed very large amounts of capital. Railways have also absorbed immense sums.

We have, in fact, been converting our floating into fixed capital at a very rapid rate, hence the drain on our deposits and the tightening of money.

But it is to be noted that banking profits, so called (for all is not gold that glitters), are generally very good at such a time as this. A note of caution, however, as to large profits, is not out of place at present. They are the result of lending large

amounts of money. Now you cannot lend additional sums of money without having additional risks as well as additional interest. I took occasion once, in this room, to call attention to the fact that all banks are in the habit of crediting interest before they really receive it. We take credit for profits, while our risks are running. But, gentlemen, I need not tell you that the ultimate issue depends on the goodness of the loan.

At the very time when a bank is expanding its discounts, and swelling up its interests receivable, it may be preparing the way for disaster. Indeed, it will certainly do so, unless vigilance goes on increasing as loans expand. These observations are not theoretical; they are gathered from Canadian experience. Two years before the difficulties of the bank of Upper Canada began, its profits mounted up to 25 per cent; but in that very year the seeds of its ruin were sown. The profits of all the banks were very heavy in the years preceding the great reverses of 1876 to 1879. There is no absolute necessity for a period of good profits to be followed by reverses. English and Scotch experience proves the contrary. But there can be no question that such times are apt to disturb a banker's judgment. Vigilance is apt to be relaxed when profits swell up to large figures. But we never need to be so vigilant, and I will even say suspiciously vigilant, as in a time of heavy business and large profits. If we are vigilant, we may see the elements of trouble beforehand and avoid them. Then we shall keep our profits, and go on adding to them year by year, no matter how hard the times may be.

All this, however, points to the wisdom of holding large amounts of profits in reserve and not dividing them. We are making progress in building up a substantial reserve fund, or Rest, and with a few more years of good business, well watched, we may hope to accumulate sufficient to satisfy every possible requirement in that direction. We are on the way to it, and for the next few years any energy and experience we have at command will be devoted to bringing about this desirable consummation.

THE NORTH-WEST.

Let me now say a word or two about that interesting subject the North-west. We have a large business in the North-west, as you are aware; and you are equally aware that a very heavy reaction has set in there from the over-abounding prosperity of a year ago. This reaction, I may say, was foreseen by us long before it came about. It was made the subject of much correspondence with our judicious and able manager, Mr. Macarthur. We had set our face resolutely against discounts based on real estate, and, I may add, had become very unpopular with some people in consequence. We have watched our North-western business persistently and carefully. Our late lamented President and myself visited all our Manitoba branches last August. I can assure you it was no holiday visit. The whole of our business was then thoroughly reviewed, and directions given as to its course.

The assistant General Manager, who has, I am glad to tell you, co-operated with me most efficiently since his appointment, has been twice up to the North-west during the year. His last visit was made during the winter, when he made a renewed and searching examination of our business at all points. This has cost a good deal of money, but the expenditure has been well repaid.

Though we had to pass through a very severe ordeal during the winter, we came through it comparatively free.

Our new Manager, Mr. Miller, is proving thoroughly competent for the position he occupies, while, as you have heard in the report, we retain the valuable services of Mr. Macarthur as local adviser, not for Winnipeg only, but for the whole North-west.

The business of the bank generally has been well maintained, amidst a competition that has not always been judicious or reasonable, in certain quarters.

With our principal neighbors we have had pleasure in cultivating good relations, and have acted with them in matters

of mutual interest. It is extremely desirable that such a condition of mutual co-operation should be brought about between the banks in Canada as exists in Scotland. There, the rates of discount, interest and exchange, are settled by a committee chosen from the different banks. These are communicated to all the branches and agencies of the banks simultaneously, and no manager or agent would ever think of departing from them.

This system keeps competition within reasonable limits, and I am persuaded it is as beneficial to the mercantile community as to the banks. The opposite system here has led to that very abuse of credit which has been already referred to, and to not a few losses, some of them serious ones.

I do not know that it is to the interest of anybody that banks should make losses. Banks cannot lose money until their customers have become bankrupt. That cannot be for the interest of the bankrupt himself, or of his creditors, or of his supporters. Certainly, gentlemen, it is not for your interest or that of the community generally. Anything, therefore, that would strengthen the tone of business and diminish insolvencies must be a public benefit.

INSOLVENCY LAW.

This is the second year during which we have conducted our business without an Insolvency Law. During that time we have had to do with every interest in the country, both great and small, without a single exception. Of the magnitude of our business you may judge when I state that we have passed through our books in loans and discounts the sum of \$94,495,000, and we have passed over our counter in cheques, deposits, &c., the sum of \$1,275,183,000.

Fortunately we have not had to do with many cases of insolvency of late. But my deliberate conviction is, we should have had many more in Canada if traders had had it in their power to procure, by force of law, a discharge of their debts without paying them. There are many and weighty reasons why a law for the equal distribution of insolvent estates is desirable. But a law which gives to any person whatever a discharge without paying his debts, is to the last degree undesirable.

The law should be for the enforcement of contracts, obviously. The release from a contract is entirely a matter for the parties to it. An honest but unfortunate debtor can always count on fair treatment by his creditors. But to compel the breach of a contract by law, opens a wide door to dishonesty and incapacity. Practically (to speak plainly) it punishes the honest, capable and cautious trader for the faults and follies of the incapable and incautious. Experience has proved it to be a direct incentive to insolvency, a discouragement to a trader who can only pay his debts by a struggle, and a hardship and injustice to those who have conducted their affairs with prudence.

The absence of a law of equitable distribution undoubtedly works to the disadvantage of creditors in certain cases.

But, as a choice of evils has to be made, I respectfully submit that the present condition of things leads to far less evils than the former one.

It may occasionally lead to some cases of hard treatment by creditors. Such cases, however, in this country are of rare occurrence, and can never be cited as reasons for legislation which undermines the commercial tone of the whole community.

The above, as far as it goes, is taken from the *Montreal Gazette's* report, without abridgement. The remainder of the speech touches upon matters of interest to the Bank's shareholders chiefly.

The first failure among speculative builders of this city is announced. John Howlett & Co. show assets in property, etc., \$37,000. Mortgaged for \$35,000. Liabilities to the trade, about \$3,500. Have assigned in trust to McCaul and Cayley.

BANKRUPT STOCKS.

MEETING OF WINNIPEG WHOLESALE MERCHANTS TO DISCUSS THE SITUATION.

A meeting of the wholesale merchants was held at the office of Messrs. Thibaudeau Bros., Queen street, Winnipeg, on Friday, the 15th June, at 10 a.m., the following houses being represented:—

Thibaudeau Bros., Stobart, Eden & Co., R. J. Whitla & Co., W. Higgins & Co., Griffin & Douglas, Bannatyne & Co., Turner, McKeand & Co., Shorey & Co., Mackedu & Co., Jas. O'Brien & Co., Sanford, Vail & Co., J. H. Ashdown & Co., Marsh & Co.

Mr. Bertrand, the chairman, briefly explained that the meeting had been called to discuss the present position of affairs with reference to the bankrupt stocks now held by trustees in this Province, and invited an exchange of ideas as to the best means for disposing of the same.

A general discussion ensued in which the information was elicited that there was at the present minute over \$100,000 worth of bankrupt stock on the market, with the prospect of more to follow, for which there were no buyers in bulk, and no means of disposing of in a manner satisfactory to those interested, and all seemed to feel the necessity for the inauguration of a scheme by which they could be offered at trade sales in Winnipeg, the only point of difference being the plan of operating.

The meeting then adjourned until three o'clock the following afternoon, when the discussion was resumed at the same place, Messrs. Thibaudeau Bros.' office.

After a full discussion as to the mode of disposal of the stocks, the employment of accountants, etc.: It was resolved upon motion of Mr. J. H. Ashdown, seconded by Mr. Fraser, "That Messrs. Bertrand, Strang, McKeand, Eden, and Ashdown be a committee to confer with persons interested and devise a scheme for which—the disposal of bankrupt estates—and to report to the trustees."

The meeting then adjourned.

BRADSTREET'S LATEST REPORT.

The general business situation throughout the United States, as reported to *Bradstreet's* by special telegrams last week from leading business centres, exhibits additional elements of strength. These are partly due to the collapse of the Chicago provision corner, and partly to the brighter prospects for an average crop of wheat in many states where irreparable damage was thought to have been done. Reports from interior towns are to the effect that while the movements of merchandise are only fair, yet a revival in general trade is confidently expected. Wheat and corn have declined, in sympathy with the break in provisions. The position of the foreign grain markets does not warrant a belief in an active export demand. The iron market has sustained a slight improvement in some localities; though prices are unchanged, a better feeling, however, is apparent. Coal is still moving west in large quantities, but the Eastern markets are dull. Petroleum is somewhat lower. Ocean freights on the berth are firmer; chartering has been light. Wool continues quiet, the markets generally ruling weak. There were 178 failures in the United States reported during the last week, 41 more than in the corresponding week of 1882, and 93 more than in the same week of 1881.

The Ontario Matting Co. of Cobourg, of which Wm. Sykes is the proprietor, is in financial difficulties, several large judgments having been recovered against the concern the past week. The property is heavily mortgaged, and it is doubtful if executions will be satisfied.

GLASGOW WOOL MARKET.

Messrs. Robert Ramsay & Co., Hide and Wool Brokers, Glasgow, in their report dated 12th June, say:

Wool.—There is no change in the Scotch wool market this week. The fine weather has induced a good deal of clipping on the low grounds, and cross and half-bred hogs have been coming forward freely. Should the weather continue favorable the hill clipping will commence in the course of a week or so. There is no increase in the demand, and at the sales held in Leith competition was rather slow, and prices of white-faced wool easier. The next series of public sales will be held in Glasgow, on 20th inst, when values will be better tested.

L. A. Caudet, general dealer, of Tedish, N.B., has failed, and is endeavoring to compromise.

The stock of Senecal and Co., manufacturers of church ornaments, etc., is advertised for sale by assignee.

J. B. Laflamme, a small dealer in gents' furnishings, Montreal, has assigned to L. H. Senecal, of Senecal, Cadieux and Co.

The final move is being made by the once extensive firm, Blain and Larmour, of Winnipeg. The stock is to be closed out in the interest of creditors.

R. H. Archibald, broker and insurance agent, St. John, N.B., who failed in December last, has for the third time been discharged. His estate did not pay anything to creditors.

Wood Bros. and Co., dry goods merchants, of Halifax, N.S. have bought in their stock from the assignee at 50c. on the dollar, of appraised value of \$29,805, and have resumed business.

Mackay, Lockhart and Co., envelope manufacturers, of this city, have assigned in trust. Their capital was very limited on starting, and their failure has been expected for some time.

The sheriff has possession of the stock of Alex Kidd, of St. Catharines. He has been in business about two years, having succeeded P. Hendershot. Liabilities will not exceed \$3,000.

The stock of Miss S. G. Clarke, milliner, Winnipeg, has been sold under chattel mortgage, which was held by D. McCall & Co., of Toronto. Her liabilities are about \$3,000, and the stock realized about \$1,000.

The dry goods firm of Beakly and Co., Halifax, N.S., has given a bill of sale of \$25,000, and that of Davidson and Crichton, whose failure was recently announced, have also signed a bill of sale for \$135,000.

Walter Armstrong, general dealer, of Grand Falls, N.B., has failed with liabilities of \$2,500 and no assets. Houses who are interested with him have themselves to blame, as authorities have regarded his failure as only a question of time.

Morris Williams, a cattle dealer, of Forest, has absconded leaving a number of local creditors. Liabilities are estimated at \$10,000 or \$11,000, with no assets. Williams has, it is said, about \$5,000 away with him. A farmer named Brush suffers to the extent of \$6,000.

Through the failure of Davidson and Crichton, of Halifax, Burpee H. Witter, of Wolfville, is embarrassed, and has given a bill of sale on his stock for \$10,000. He has been in business about 12 years, but for some years past he has been regarded as a supply account of the house mentioned above.

Larter Bros. commenced in the tin and stove line in this city in Jan., '82, without any means. They have created a liability of \$2,000, and have an equal amount of assets, but as there are several privileged claims to rank on the estate, creditors consider the firm will do well if it pays 25c. on the dollar, which they have offered to do on time.

A. E. Gavin, of Brandon, succeeded to the general business of Winter and O'Neill in March, '83. The stock amounted to about \$9,000, and Gavin was to pay for it in monthly instalments of \$1,000 each. The Imperial Bank objected to the sale, and litigation has been pending. Gavin apparently has become dissatisfied with the arrangement and the prospects, and has assigned in trust to James O'Brien & Co., of Winnipeg.

Creditors have investigated the affairs of Joseph Desjardins, furniture dealer, of Montreal, and find that he was trying to do too large a trade for his means. He is offering 25c. on the dollar, but creditors are not disposed to accept. He has been selling furniture on weekly payments and discounting notes with brokers who have charged him large rates. Have heard of one instance where he paid at the rate of 50 p. c. per annum.

Thomas Brownlow, who has been connected with the dry goods trade for many years, left Toronto about eighteen months ago for Winnipeg. He had a surplus at that time of about \$15,000 to \$20,000, but he seems to have suffered in common with all dry goods men in Winnipeg, and is now asking an extension of time from creditors. His liabilities are \$40,000, and he shows a surplus of \$24,000. He will likely obtain the accommodation asked for.

It is reported, we do not know on what authority, if any, that Sir Leonard Tilley's visit to England is in connection with a scheme for the consolidation of the entire public debt of the Dominion at a lower rate of interest than is now being paid. Should such a scheme be consummated, it will probably result in a very considerable reduction of the amount of money to be sent abroad, as the rate of interest will not only be lowered, but Canadian consols will be issued.—*Moncton Times*.

N. Germain and Co., pioneers in the hardware trade at Winnipeg, have made an assignment to N. Chevrier for the benefit of creditors. In 1879 the senior member of the firm became involved through endorsing for his son, and failed. A composition was made with creditors, but they have never been easy financially, and the failure of C. C. Snowden and Co., of Montreal, whom Germain and Co. dealt largely with, hastened their difficulties. The liabilities are estimated at \$50,000, with nominal assets of a like sum, but the estate will not pay more than 50c. on the dollar.

The failure of Geo. H. Pedlar, of Oshawa, turns out to be one of the worst that the trade has experienced. The liabilities of the firm were \$41,000, and to the detriment of all other creditors Pedlar gave a preference to the Dominion Bank for \$16,000, which will require all the assets of the estate and more too, in order to satisfy. Creditors do not think the bank has acted justly in the matter, and some creditors consulted solicitors as to the advisability of prosecuting Pedlar for fraud, but the expense of the litigation deterred them. It is to be hoped should Pedlar commence business again his antecedents will be remembered by the trade.

By the numerous failures that have occurred in Manitoba among liquor dealers and hotel keepers, this branch of business would seem overdone. The stock of E. F. Radiger and Co., wholesale liquors, of Winnipeg, is under seizure, and the holder of the chattel mortgage, for a large amount, is likely to be the only one who will receive payment in full. For a year or two Radiger made money; he admitted one Dalton into partnership, who was supposed to add \$5,000 to the capital. They opened a branch at Emerson under style A. B. Sabine and Co. The management of that business was in the hands of Sabine, who had previously clerked in the Merchants' Bank. They credit the Emerson business with pretty heavy losses, and the affairs of the concern are in a bad state.

Notwithstanding what has been said about Quebec finances, the credit of that province shows up pretty well in London, after all. The *Montreal Gazette* has the following in its financial column.—A correspondent, writing from London on 9th instant, says.—“To-day the Treasurer of the Province of Quebec invites subscriptions, through the Bank of Montreal, for issue of 5,000,000 5 per cent. sterling bonds of the Province. The loan, as you are aware, forms part of the total amount of three and a half million dollars, which has been authorized to be raised by the local

Legislature. The price of issue is £107. The bonds will be redeemable on or after the 1st of July, 1902, on one year's notice in the Quebec *Official Gazette*, by the Treasurer of the Province. The interest will be payable half-yearly at the Bank of Montreal. I do not anticipate that any difficulty will be met with in obtaining the sum required, and considering that the existing loans of the Province are usually quoted here from 109 to 111, the issue price has perhaps not been fixed too high. Still, it shows a considerable advance upon the figure at which previous issues of bonds have been floated.”

Milling.

Messrs. Alexander, Kelley & Sutherland, of Brandon, Man., are about to enlarge their grist mill, and also to erect an oatmeal mill.

Morris, Man., wants a paper mill. The Morris Milling Company are making alterations in their mill, which will give it a capacity of 250 sacks of flour per day.

In Winnipeg the movement for the formation of a grain and provision exchange, composed exclusively of members of these trades, has at last taken shape, and a meeting for the organization of the same has been held at the office of Geo. J. Maulson.

The Peterborough *Review* has the following from Campbellford:—Besides the stone building 33 by 50 feet, which Mr. Chas. Smith is now erecting for custom work, he has decided to enlarge very much upon former dimensions by the erection this summer of two other buildings, a storehouse and a mill. These will be situated alongside of each other north of the present building. The storehouse, which is to be put first into the hands of the artisans, is to be 30 by 42 feet, and five storeys high. Operations upon it are to commence immediately; and Mr. Smith hopes to have it completed in about six weeks. As soon as the water in the river drops a little lower, the workmen will be put on the mill foundation. This building is to be five storeys high, and its dimensions 42 by 53 feet. The old mill was 36 by 50 feet. When these buildings are completed, Mr. Smith will have a milling capacity sufficient to meet the demands of this entire section of country.

Mr. Geo. Hilliard, M.P., is having extensive improvements made to his grist mill. He is throwing out the old fashioned grinding stones, and replacing them with the gradual reductive or roller system. This system which he is introducing into his mill is different from that used in any mill in the Province, except the one owned by Sir W. P. Howland at Waterdown, this side of Hamilton. The system is known as the “James Jones” system, the patent being owned by James Jones and Co., of Toronto. The rollers are of stone, differing from the rollers usually used, which are of chilled iron. Mr. Hilliard visited the mill at Waterdown and was pleased with the working of the system. He sent some of the flour to Montreal and had it tested, and it proved to be good, and he resolved to introduce the system into his mill here. There will be eight rollers, and among the other machinery to be added are two new packers, and three new purifiers. When this work is completed the mill will be greatly improved.—*Peterborough Review*.

The Campbellford *Herald* says that business is brisk down at the paper mills, the machinery is kept constantly running, and the employees have to move about deftly to keep pace with the work. There seems to be an endless demand for paper board, and new avenues for its use are opening up constantly. Many tons have been shipped from the mill during the past few weeks.

The electric light on St. James-street will be discontinued in the course of a few days, the majority of the merchants who subscribed for the same having declined to renew their subscription, so once more the only part of the city which has been decently lighted of an evening will, in common with the rest, be left to the tender mercies of the Light Committee and darkness. It does seem strange when one thinks of Winnipeg with its electric light and American cities with their squares illuminated by the same means, that our own city should be so lacking in enterprise as the facts now seem to indicate.—*Montreal Gazette*.

Iron and Machinery.

GOLDIE AND McCULLOCH'S WORKS, GALT.

The *Hamilton Tribune*, in a letter giving an opening glance at Galt, thus briefly describes the principal manufacturing establishment in that flourishing hive of industry:—

Messrs. Goldie and McCulloch of this place are making immense additions to their already large manufactory. The increased facilities for their operations will give them a factory covering a space measuring 350x250 feet, and three storeys high. This is exclusive of the quaint office building and the pattern and store house, across the street from the works, that is 150x85 feet and three storeys high. The firm employs about 400 men and they manufacture improved turbine water-wheels, flouring and grist-mill machinery, saw-mill, wood-working, shingle and lath, stave and barrel and wool machinery. They also make safes, fire and burglar proof, vault doors and fittings. The safe works were recently established and have grown to large and well-known proportions. All the parts are constructed in the factory, the bolts, plaster filling, wood and plated work, and the decorating, which is artistic in design and finish, is done here. Aesthetic hues of all the colors are laid on, landscapes are used on some, and we saw an artist glorifying a large safe with the joyous yellows of sunflowers. Goldie & McCulloch are the only manufacturers in the Dominion of the Wheelock automatic cut-off engine, slide valve, condensing and compound engines and the chilled-iron rolls and wheat-cleaning and flour-dressing machines of every description. In the machine shop of this establishment are some large and complicated machines used for all processes of manufacturing different parts of machines. Mr. Wm. Topping, of the office force, gave us a most valuable coaching on mechanics. On the second floor is the wood and wool machinery. The third floor is the wood-working department of pattern-making, mill supplies, and general wood work. The blacksmith shop has an immense blowing fan that blows the fires. Here are also ponderous steam hammers, trip-hammers, iron shears, and bolt manufacturing. Then there are boiler shops and moulding shops fitted up with the latest and best of everything in the way of machinery.

The proprietors, Messrs. Goldie & McCulloch, are natives of Ayrshire, Scotland, and are both practical business men. The foundry and machine works were founded in 1844, and are now the largest and most completely equipped establishment of the kind in the Dominion. No efforts are spared to give satisfaction to their patrons, and their sincere desire is to maintain the fine reputation they enjoy for honest dealing as manufacturers of machinery.

Mr. Cochrane, who was here last fall trying to get a mower factory started in Kingston, states that he will be here with one of his machines just as soon as the grass is in good condition, and show the people what it can do. He will make another effort to establish a factory here.—*Kingston News*.

The building for the machine shop in connection with the knitting factory, corner St. George and Telegraph-streets, Moncton, N. B., has been completed, and Mr. W. Knight, who is to be mechanical manager, is at work with an assistant setting up the machinery, part of which has arrived. The engine, from the Upper Provinces, is not yet here.

On Thursday afternoon of last week, Messrs. Cane & Sons, Newmarket, commenced the alterations of the belts, shafting, etc., from the old engine to the new one. The work was sufficiently advanced to commence running on Tuesday morning. The engine started off nicely and gives sufficient power at 90 strokes to the minute—a lesser rate of speed than they calculated on running. They will have power enough now to run every machine in the shop at once, enabling them to turn out work at even a greater speed than previously.

Mr. John Stewart is now putting up a large new shop, near the New Glasgow, N. S., railway station. He intends moving the shop and machinery at present occupied by him on Provost-street, alongside of the new one, which will enable him to carry on the plough manufacturing and general blacksmithing on a much larger scale. Mr. Stewart is an energetic and enterprising gentleman, and well deserves success.

The Toronto Stove and Manufacturing Co. (Limited) expect to be in operation about August, the capital stock being \$50,000 in 500 shares of \$100 each. The whole of the stock is subscribed for, and their intention is to pay up \$30,000 before commencing to manufacture. The directors are Wm. C. Paterson, E. Kelly, H. J. Kelley, James Sykes and J. W. Fenwick. The first named is President, and will have the management largely in his hands. He was connected with the firm Paterson Bros., agricultural implement manufacturers, Paterson, Ont., for many years.

New Glasgow, N. S., has a new foundry in operation, conducted by Messrs. Graham & McKay. Their place of business is in the building formerly occupied by the Nova Scotia Forge Company, near the New Glasgow Railway Station. This firm intends manufacturing plough and stove fittings, and all kinds of castings. The gentlemen going into this business are thorough tradesmen. Mr. Henry McKay, one of the firm, has long been employed in the manufacture of ploughs, and has taken several prizes in that department. Mr. Alexander Graham, the other partner, is a first-class moulder, and has been for the last three years foreman of the moulding shop in the Acadia foundry. The machinery is being fitted up, and in a few days will be in full operation.

Mr. James Robertson has commenced work at his new saw factory in Charlotte-street extension. He has imported from England 7 tons of steel for the manufacture of circular saws, and also a large quantity of said material to be made into gang and other saws. Further shipments of steel are shortly expected, as they are under order. Mr. Robertson has engaged the most experienced workmen that he can find, and during the week has been able to manufacture a large quantity of circular and other saws. The whole of the machinery is in excellent working order, and the articles turned out are of first-class workmanship. It is Mr. Robertson's intention to make samples of all kinds of goods which will be manufactured by him and exhibit them at the forthcoming exhibition.—*St. John Sun*.

Referring to the Harte & Smith Manufacturing Company's new stove foundry at Belleville, the *Intelligencer* says:—The dimensions of the building are as follows: That fronting Pinnacle Street, which will comprise the finishing and store rooms and office, 168 ft. x 54 feet, three stories in height and 37ft. from the ground to the roof. Adjoining is the building for the engine, the carpenters' room and the plating room, 33ft. x 66ft. three stories high. The moulding room in rear of this is 208ft. by 66ft., one storey, with a centre running up its entire length. The carpenters have followed close on the heels of the masons, and had it not been for the unfavorable weather, the work would have been finished before this. Work was begun on the 23rd of April; 570,000 brick and 275,000 ft. of lumber were consumed in the erection of the building. It is now thought it will be in running order by the middle of July.

It is pretty generally known that the E. T. Barnum Wire & Iron Works, of Detroit, Mich., have started the manufacture of their goods at Windsor, for the purpose of supplying the Canadian trade. According to the old free-trade idea this would be of no benefit to the Canadian consumer, as he would simply pay the Detroit price, plus the duty. But new light has at last broken in upon the free-trade mind in this country. Readers of the *Welland Tribune* of the 15th inst., will remember that the editor refers to the business of the firm alluded to, and in the course of its remarks admits all we have ever contended for in this respect. It said as follows, in a very properly eulogistic article, speaking of this firm: "To facilitate business with Canadian patrons, they have established a branch office and factory at Windsor, Ont., by which they are enabled to supply the *Canadian trade* with goods FREE OF CUSTOMS DUTIES." This is an excellent testimonial as to the good effect of the N. P., and is in a line with the remarks of the *Hamilton Tribune* on the subject, which will be found in this issue. Thanks.—*Welland Telegraph*, June 22.

Textiles.

INDUSTRIAL ENGLAND.

BY ROBERT P. PORTER, MEMBER OF THE LATE AMERICAN
TARIFF COMMISSION.

THE MILLS OF HUDDERSFIELD.

(From the *New York Tribune*.)

HUDDERSFIELD, ENGLAND.

"Huddersfield, near Almondbury," would look as grotesque now as "Bradford, near Leeds," yet there was a time when the expression was literally a correct one. Huddersfield is what they call in England a modern town; that is, I suppose, its name does not appear in "Domesday Book." The antiquities, however, are supplied from the neighboring parish of Almondbury, which has existed from time immemorial, and which to-day is called the "old part of Huddersfield." Though not honored by name in conquering William's Book, it must not be understood that Huddersfield was not "indirectly mentioned," for industrious local antiquarians have discovered that the district in which Huddersfield now stands was described in Domesday Book as "six carucates of land to be taxed, affording occupation for eight ploughs." Anything to be taxed was not likely to escape those who "came over" with William, so Huddersfield was noted. In place of the "eight ploughs," the Huddersfield of to-day affords occupation for thousands of operatives in its busy cloth mills. Its wide streets and handsome buildings, built almost entirely of fine whitish freestone, make it one of the prettiest and cleanest manufacturing towns of the Cloth Region. There are plenty of good shops, several fine banks, and the people seem to have lots of vim and "goaheadativeness" in them. The town itself is hemmed in on all sides by high hills, and along the banks of the Calder and the Colne (both in the vicinity) there are many lovely spots—deep secluded dells, high precipitous ridges and densely wooded hills. In the midst of this wild scenery, and not far from Huddersfield, is the ancient priory where Robin Hood died. The Prioress of Kirklees Priory was supposed to be the outlaw's cousin, and in a little room in the quaint old gate-house Robin Hood begged of Little John for one more look at the landscape he loved so well, and as his life blood ebbed fast, the lattice window was thrown open, and invigorated by the fresh, fragrant breeze, he took his bow and sent forth an arrow.

"And where this arrow down should fall
There buried should he be."

In former days it was the custom to write words of wisdom on tombstones and underneath portraits. The "older part of Huddersfield" glories in some of those lines, which a new and reckless generation may perhaps read in spite of the adverse handling of ancient orthography, and possibly profit therefrom. Here is one I deciphered on a picture in a haunted hall near Huddersfield—it is descriptive of the life of an honest Yorkshire matron, *vita uxoris honesta*:

To live at home in howswyverie,
To order well my famylye,
To see that they lyve not Idillye,
To bring upe childrene vertuislye,
To relyeve poor foulk willinglye:
This is my care with modestye,
To leade my lyfe in honestye.

Wholesome sentiments those, and the good old dames of Huddersfield also believe in

"Obeying our howsbands in what lawful is."

Honest, sober, thrifty and industrious were the ancestors of the manufacturers of Huddersfield, and to this day, unlike some towns in the cloth district, the aim in

Huddersfield is quality rather than cheapness, and the great Lord of Shoddy, with its maximum of slurriness, swiftness, profit and mendacity, for the devil's sake, amen, is not worshipped to the same extent as at Batley, Dewsbury, and, in some lines of trade, I may add, Bradford. In its production of better-class goods, in worsted makes especially, Huddersfield now stands unrivalled, and its success and present prosperity are largely due to this; and its goods are attractive enough to break in abroad over the cheaper labor of the Continent and the adverse tariff laws of nearly all foreign countries.

Though destitute of ancient history, the industrial growth of Huddersfield has not been attained without its share of bloody stains and tragic deeds, which, owing to ignorance and prejudice, and sometimes to actual want, ushered in the great industrial era of England's history. This outbreak of ignorance against the inventions and improvements made in the machinery for spinning and weaving at one time threatened to be more secret, more grim and more disastrous to progress than anything of the kind known even in the middle ages. It began by an outbreak of frame-work knitters at Nottingham, who could not exist on the small wages to which they were reduced, and only ended when they discovered that by chopping up and burning frames they were destroying the means by which they might live. The Luddite insurrection was brought about by the introduction of machinery for finishing cloth, and though it took its rise in Nottingham, soon spread into Yorkshire, and Huddersfield was one of the towns most deeply engaged in it. A great number of croppers joined themselves into a confederacy, and avowed with fearful oaths their determination to prevent the introduction of machinery into this branch of trade. They prowled about the country at night, their faces variously disguised, and appearing where least expected, would smash into fragments manufacturers' frames, cut woollen cloth into shreds, and waylay and murder the manufacturer. A reign of terror followed, and it was not safe for Huddersfield manufacturers to walk abroad after nightfall. This ill-feeling between master and men continued to break out in various ways until the commercial depression of 1817, when it culminated in Huddersfield in the famous "Folly Hall" fight, at which place some hundreds of discontented men assembled, deluded by the expectation that they would be joined by men from all parts of the kingdom, that they would then march to London and overturn the Government. The appearance of the militia finally dispersed the rioters. In 1820, owing to the shocking distress which prevailed among the manufacturing operatives, an attack was made on all sides of Huddersfield. The mails were stopped and an open rebellion threatened, but, not being joined by an expected army of London roughs, and hearing of the rapid approach of the King's troops, they dispersed with but little bloodshed.

The Huddersfield "men-folk," like their neighbors at Bradford, never hesitated to use physical force to gain a point either from the manufacturer or from Parliament, and in this they have oftentimes been even cruel. A Huddersfield parliamentary election half a century ago, during the agitation of the "Ten Hours" bill, was a lively and a rough scene. The eminent Scottish divine, Dr. Chalmers, once visited the town during one of these contests, and could compare the yelling myriads in the Market Place with nothing short of Pandemonium itself. From the window of the George Inn the Doctor saw a prodigious assembly of people at a market. The crowd, he says, was further augmented by a political meeting in the open air, and the whole of the spacious Market Place was filled with the multitude. A Mr. Oastler held forth in the most forcible manner and depicted the sufferings of the factory children. The multitude alternately yelled and cheered. Then followed what, to the pious Doctor, was "an original scene"—the burning of the Factory Commissioners. Captain Fenton, one of the obnoxious members of Parliament, and another unpopular master manufacturer, in effigy. "The figures were fearfully like men," says Dr. Chalmers, "and it being now

dark, the conflagration lighted up the whole square, and revealed the faces of the yelling myriads so as to give the aspect and character of Pandemonium to the scene. The burning figures were tossed ferociously in the air, and to renew their combustion were dashed into a bonfire from time to time."

But these were the "good old times" in England, when the upper classes were coarse, drunken and ill-mannered, and the lower classes ferocious and brutal; when the popular amusements of the people were man-fighting, dog-fighting and cock-fighting, and their "time-honored institutions" the public gallows, the stocks and the pillory. Such ferocious amusements have happily now departed, and the laborers and operatives of the manufacturing towns have healthier amusements and recreations, if they choose to avail themselves of them, and have opportunity, at least, to lead a sounder and soberer life, and to exhibit a more humane spirit than they did in the earlier part of the present century.

"We ought to increase our trade with the United States," said Mr. James Drake, one of the leading woollen manufacturers of Huddersfield. "The fact is," he continued, "last year we sent from here \$3,378,000 worth of goods to your country; but we ought to send more. For twenty years has Huddersfield been struggling against adverse tariffs. Our own colonies are worse than foreign countries. They generously allow England to fight for them at our own expense, but when we want to send them goods they put on a tariff and shut us out. This is the case in Canada, Victoria, New Zealand and the Cape."

"Then you think foreign tariffs are the impediments in the way of extending trade?"

"Most assuredly. The United States, France, Germany, Italy, Spain, Austria, and Russia all turn their tariffs against us. No sooner do we invent something here, say in tweeds, cheap and attractive, than they begin to fight their way, in spite of these formidable obstacles, into these countries; then they increase the pound duty or by some other ingenious device block us."

In a further conversation with Mr. Drake, whom I found a most intelligent man, he told me that on account of the high duties in Germany, low, heavy woollen goods are nearly driven out of the market, and several of the Dewsbury and Batley manufacturers have now opened mills in Germany, where they produce those goods. Of course he admitted that looking at the question from a political standpoint, this was a good thing for Germany. Only the finer class of goods is now sent from Huddersfield to Germany. The manufacturers of the cloth country are all complaining bitterly of the new French tariff, not only on account of the duties being higher, but of the "vexations and ridiculous mode of classification and incidence." The classification is always "ridiculous" here when it keeps out the goods. I also learned in Huddersfield that the Italian demand for English woollens is not what it used to be in former years. The high tariff they say is, of course, a great drawback. "while the Italian manufacturers continue to increase." This is almost a crime in the eyes of an Englishman. "And though this interest is not as yet a large one, on account of cheap labor, long hours, and some useful wool grown in their own country, their manufacturers are enabled to produce a variety of useful goods at an extremely cheap rate." The demand for "Dewsbury seal-skins" has also greatly fallen off in Germany during the past year, owing to the fact that the Dewsbury seal-skin men have also started factories in Bismarck's domains, and Germany manufactures its own "seal-skins." The prospect of reduced tariff in any country is heralded with great delight at Huddersfield. The subject has been recently agitated in Spain, "but without, so far, practical results," said one manufacturer. Said another prominent mill owner:

"The success of the Democratic party in America and their coming majority in Congress and their prospects in 1884 are looked upon here as forerunners of a daybreak in the trade of the cloth country. Their traditions are Free Trade, and the manufacturers of England confidently expect that, should they

be installed at Washington, they will throw down wholly, or at least in part, the artificial barriers which have so long and so maleficiently barred out our products. Should that fortunate day come for the great textile and great mining and manufacturing counties of England, the increased skill of our manufacturers, their enlarged experience, their cheaper capital and labor, and their concentration of effort, will again give us back at least a good part of the fifty millions of customers of whom we have been robbed by your high war tariff."

I said to my enthusiastic friend: "Build not your hopes on the Democratic party."

When the prosperity of these hives of human industry, concentrated, as they are, in such a limited area, depends so much upon the tariffs of other countries, all of which seem of late years determined to develop home industries, is it surprising that the English manufacturer, as he views his great workshop, trembling at the uncertainty of foreign legislation, should exclaim:

"This sinister fallacy of Protection seems to lead a charmed life, clinging as closely to many distinguished foreign statesmen as the Old Man of the Sea did to Sinbad; and, if the figure may be so suddenly changed, rising ever like a phoenix from the ashes of its own manifest failures."

Its "own manifest failures," the building up in the United States of an industrial empire to-day greater than the lesser Britain from which it sprang, the conversion of a vast farming country into a land of varied pursuits and great industrial cities; the starting of industries in war-like Germany, to find employment for and possibly stem the outpouring of the flower of its population to other lands; the dawn of an industrial era in the Italian Republic, and the return of manufacturing prosperity to poverty-stricken Spain. In this brief letter I have shown from words spoken by the manufacturers of Huddersfield themselves that these are the present tendencies of Protection. Why, then, should it not lead "a charmed life," and why should not "many distinguished statesmen" naturally doubt the wisdom of a system propounding *laissez-faire* as the last word of human wisdom?

ROBERT P. PORTER.

The manufacture of hosiery has been begun by a firm in Dominion city, Manitoba.

The New Edinburgh woollen mills have been purchased by James McLaren & Co.

Messrs Ewart & Son have made extensive repairs and improvements in their woollen mill at Yarker.

Messrs. Herring & Son, Napanee, are this season turning out an unusually large number of agricultural implements.

In Sarnia the by-law granting a bonus to Smith Bros., to establish a woollen mill, was carried by a large majority.

The Thorold Woollen & Cotton Manufacturing Co., are building a large addition to their mill in the shape of a store-house, 60x30.

Mr. James O'Brien, clothier, Montreal, has signed a contract with the Militia Department to supply 5,000 blankets for the militia.

The Kingston Cotton Mill Company have held their annual meeting, and re-elected their Board of Directors. A dividend was not declared.

A wing has been added to the woollen factory at Yarmouth, N.S., this spring, and 100 hands are now employed. Most of the products of the factory are contracted for in Montreal.

An old spinning wheel, made in 1819, was purchased at the shop of James & Alexander McIntosh, of Pictou, a few days ago, to be exhibited at the St. John Exhibition, next autumn.

The formal opening of the **Hamilton Cotton Factory** took place Monday, June 11th, between the hours of one and four, and as all the machinery and equipment of the factory were in perfect order, the event was a very interesting one.

It is said that the warp factory at Dundas is about to close down, a number of hands having already been paid off. The cause assigned is the want of a market sufficient to absorb the supply, a large stock of goods now being on hand.

Messrs. Batley & Taylor, of Wallacetown, have been adding to their plant, owing to the merited increase in business. They have put in a spinning jenny, and are now prepared to do spinning for all who may be requiring any done. They also are carrying on their weaving and carding, and as they are doing a larger business than ever it proves that they are doing efficient work.

The manufacturers still continue to make Hamilton their head centre. The latest addition to Hamilton's factories is the Toronto felt hat works, which will shortly be removed from Toronto to the factory formerly occupied by Meakins & Sons. Toronto is said to be unfitted as a manufacturing centre, and, more than all, Toronto water is unsuitable for the manufacture of felt, as it does not properly bring out the colors in felt.—*Evening Tribune.*

Hamburg is losing one of its best and most valuable citizens. Mr. Charles Wood, proprietor of the Woollen Factory, is removing to Stratford where, in partnership with Mr. S. S. Fuller, a gentleman of considerable means, he will start an extensive shoddy factory. Mr. Wood has the very best prospects of doing well in the new enterprise. The factory in Hamburg will be carried on by a son of Mr. Wood.—*Berlin Telegraph.*

Mr. Victor Hudon is about to start a factory at Beauharnois for the manufacture of merinoes, cashmeres, cambrics, &c. The town has granted a bonus of \$8,000 to the enterprise, free water power, and exemption from taxation for 20 years, and in addition has taken stock to the amount of \$80,000. The work of construction will begin at once, and it is hoped to have it in operation this fall. The industry will be new to Canada. N. P.

The directors of the Hamilton Knitting Company held a meeting on Tuesday afternoon, at which it was decided to wind the concern up. Oliver C. Sweet has been the manager of the concern since it was started, some two years ago. It has not paid. Long and Bisby hold a mortgage on the machinery, etc., for \$5,000, and the sheriff's bailiff was in possession last night at the suit of Wm. Hopkins for \$606.95. There are very few debts unsecured.

The Waverley Knitting Company, of this town, has it appears been negotiating for a bonus of \$8,000 to start a factory in Paisley. Referring to the matter the *Kincardine Standard* says:—A public meeting was held on Tuesday evening last to decide upon the action to be taken, but the Paisley people were not particular as to whether they got the factory, and the factory people were not particular as to whether they got the bonus, and so no agreement was arrived at.—*Dundas Standard.*

The *Kingston News* says that on Wednesday, June 20, the annual meeting of the shareholders of the cotton mill took place in the Council Chamber. There was a large attendance. The old board of directors were re-elected. Mr. Henderson was elected Secretary, but the President will not be elected until the next meeting of the directors. The report was read, which showed that the mill was in a fair condition, considering the depressed state of the market. Several of the shareholders made lengthy speeches.

The Yarmouth (N.S.) Duck and Yarn Company has been organized with the following provisional directors:—Wm. D. So-vitt, Samuel Killam, A. C. Robbins, Frank Killam, Bowman Corning, Thos. E. Kelly, John Oldfield. Capital \$100,000. The factory will be of brick, 120x170 feet, three stories, to give employment to 150 to 200 hands and turn out 1,000,000 yards cotton duck per annum.

The *Yarmouth Times* says:—The enterprise of our capitalists in thus taking hold of the advantages nature has placed at their disposal and investing their capital in factories which will do much to build up the town and place it in the front rank of Canadian manufacturing centres, might well be copied by much larger

and more pretentious communities. This will be the first cotton duck factory in the Dominion, and with the start, this will give them it would be strange, indeed, if the enterprise did not prove a success. The buildings, equipped and ready for work, will cost about \$100,000. The capital stock of the company, which we understand has all been taken up, is \$150,000, in shares of \$100 each."

We are pleased to be in a position to announce that the proprietors of the Paris carpet factory, in spite of the inducements offered by Woodstock and other places in the shape of a bonus, have resolved to remain in Paris, and with this end have purchased from Mr. C. Whitlaw the building in South Ward formerly used as an oil cloth factory. They will at once proceed to fit this up with machinery and a steam engine that will enable them to very materially increase their present out-put. This industry will be quite an advantage to South Ward, as it will be the means of adding 8 or 10 families to its population. Several cottages are at once to be built on the land on which the factory stands for the use of the workmen. The firm has made arrangements to secure a supply of water for their engine and other purposes, by conveying the water from the spring on the hill at the head of Dundas street to their factory by means of a pipe. The building is conveniently arranged for the business, and we have no doubt that the Paris carpet factory will prove a great success to the enterprising men at the head of it, and it cannot fail to benefit the town.—*Brant Review.*

It may be news to some people that the Magog Print and Textile Company, now fairly on its legs, is the largest joint stock enterprise ever undertaken in the Townships, and the pioneer print and textile venture in the Dominion. The capital stock of the concern is one million dollars. Half of this amount will be required to build and equip the factory ready for operation. The stock has been subscribed by business men all over Canada, and largely in these Townships. About \$125,000 has been taken in Sherbrooke and Stanstead County, the people of the former actually subscribing more than they did some months ago when an effort was made to form a Cotton Company in that city. The canvassing for stock was chiefly done by Messrs. Hobbs & Moore, the former well and favorably known in connection with cotton manufacture in this country and the latter one of the leading business men of Magog, who has put forth all his energies to make a "go" of the scheme that now promises so brilliantly. The Print and Textile Company have acquired the rights of the Magog Manufacturing Company, which controlled the magnificent water power at the outlet of Magog lake, and building operations have been already begun on a large scale. Some two hundred men are employed and as many more will be put to work so soon as they can be engaged. Some conception of the magnitude of the enterprise may be formed when it is stated that nearly four million bricks will be required to build the factory, which will contain 60,000 spindles, besides the extensive apparatus used in bleaching grey cottons. The Company will not only manufacture prints but bleach cottons for other companies which now merely turn out the ordinary grey goods. Not a yard of print is made in this country, so the field must be very large for the operations of the new concern. The effect of the inception of this immense industry in Magog has been almost marvellous on real estate, the value of which has advanced fully one hundred per cent. The Company expect to be all ready to begin manufacturing early next year, and in the spring and summer of 1884 their goods will in all probability be on the Canadian market.—*Waterloo, P. Q., Advertiser.*

Mr. J. L. Leach has now got his factory fairly into working order. On the ground floor, besides the engine room, is the principal workroom, containing planer, saws, tenoning machine, moulding machines, etc.; the second floor has a lighter class of machinery and benches for hand work, while the third floor is occupied with the upholstery, painting and storing departments. The machinery, which is all new, was manufactured in Canada, and is said to compare favorably with the most improved kinds made in the United States. The engine is from the works of E. Leonard and Sons, is fourteen horse power, and works admirably, and it is thought that the shavings and refuse from the different machines will afford an abundance of fuel. While in the shop a day or two ago, we noticed some very handsome parlor and bedroom sets of furniture to which the finishing touches were being given, and we have no doubt that with his present facilities Mr. Leach will be able to turn out large quantities and an excellent quality of furniture.—*Cowansville, Que., Observer.*

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N.B.—Watch this page, as different works will appear from time to time.

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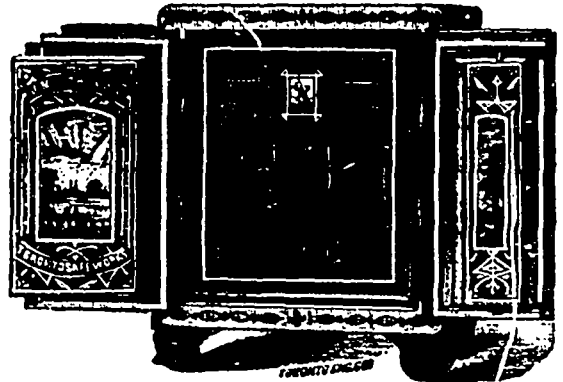
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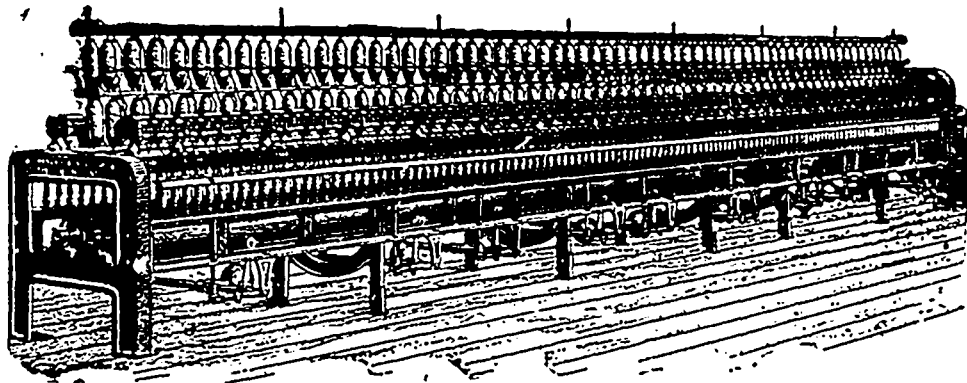
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Lumber.

NEW YORK LUMBER FREIGHTS.

A COMPROMISE EFFLCTED.

It will be remembered that the American captains struck this spring for \$4 per thousand on lumber to New York and \$3.75 to Albany, to which the mill men had to accede, but very reluctantly, being 50c. per thousand more than they had calculated on. In order to conciliate the feeling and work harmoniously, it was unanimously resolved at a meeting of the boatmen held in the company's offices, 23 South street, New York, on Saturday the 7th instant, to establish the following rates:—

Ottawa to Burlington and Whitehall	- -	\$2 25
" Troy and Albany	- - - - -	3 50
" New York	- - - - -	3 75

Twenty-five cents extra on strips to Albany and New York. This is acceptable to the Ottawa mill men, and shows that the boatmen are desirous of doing what is right, and do not wish to take advantage of their customers. The boatmen are thoroughly organized under a charter in New York State, and are styled the "Northern Boatmen's Transportation Company." The company comprists a carrying capacity of about five hundred (500) boats of about one hundred and fifty tons each. Their affairs are managed in New York by Mr. Geo. F. Hastings, 23 South street, their agent in this city being Messrs. D. Murphy & Co.

It is most satisfactory that an amicable arrangement is arrived at between boatmen and lumbermen, and the association will now have the hearty goodwill of American men generally.—*Ottawa Citizen*.

Sword and Moor, of Brandon, Man., have their planing mill running in full blast, after building a large addition this spring.

The N. W. Lumber Company's saw mill at Selkirk is nearly completed and will be ready for work as soon as the first raft of logs arrives.

The building for the Stonewall, Man., planing factory is finished and as the machinery has been shipped from Ontario more than a week, we may expect to see it running in a very short time.

Mr. Joseph Lea, manufacturer of iron fences, St. Thomas, Ont., met with a painful accident this morning at his shop, where he was working. A tool by some means slipped, cutting the main artery in his arm.

A Belleville despatch says the Moira is filled for three miles from a little below Corby's mills northward with a jam of saw logs in consequence of the great height of the water. A good deal of land near the river is covered with water.

Messrs. Wm. Bently and W. F. Fawcett, having purchased 3,000 acres of wood land in the township of Albermarle, Bruce county, intend going extensively into the lumbering business. Mr. Bently will take charge of the operations, with head quarters at Wiarton.

A portion of Gilmour & Co.'s drive has been "hung up" near Downey's Rapids, in Hungerford. When the water was low, it was thought inadvisable to bring it down, and now though the water is high it will hardly pay to go back after it.—*Belleville Intelligence*.

The Moncton *Times* has the following from Peticodiac, N. B.. The steam saw mill of Messrs. Humphrey and Trites, which was closed down a short time owing to an accident to the boiler, has resumed operations. This firm will saw about 5,000,000 feet of lumber this year.

The *Selkirk Herald* says: "Mr. G. H. Bradbury, general manager of the North-West Lumber Company, returned from Bull Head Bay, Lake Winnipeg, on Wednesday last. While in Selkirk he called at the *Herald* office, and in reply to enquiries stated that a raft of logs, containing about 400,000 feet of lumber, was ready for towing across the lake, and that he expected the "Colville" would start out for that purpose in a day or two."

Recently the New England Lumber Manufacturers' Association met at Boston to consider the recent reports that the combination prices had been broken by some members of the association. After discussion it was concluded that there was no truth in the report. The combination mills report a fair supply of orders at present. Should the dull season fail to supply sufficient business to keep all the combination mills running to their full capacities, the mills will reduce the cut to meet the existing orders.

Last January, when Mr. Gibson, the lumber king, took stock of his lumber at the various mills in St. John, N.B., he had a total quantity available for shipment of 40,000,000 feet. Besides that, he had 10,000,000 feet of logs frozen up in the ice on the Nashwask River. This winter Mr. Gibson's cut, as estimated previously by the *News*, will reach a total of 26,000,000 feet. Add to this 10,000,000 feet cut on Grand Lake waters by Messrs. Tailey, which are under contract to the nabob of the Nashwask, and the total quantity of lumber, exclusive of possible purchases, that Mr. Gibson will control this year, amounts to \$6,000,000 feet.—*St. John, N.B., News*.

Most people are probably not aware that for the past eight or ten years a rather extensive business has been carried on in the shipment of haematac knees for ship building from Ontario to the States of Maine and Massachusetts. Maine has been so long looked upon as a land of inexhaustible forests, that it is with surprise that we learn that the fine ships of which its people are so proud could not be built but for the assistance of Canada. There are plenty of small knees in Maine, but large knees of 8 inches and upwards are very scarce, and those that exist are in places not easily reached. Among the first to operate in the shipment of knees to Maine was Mr. J. S. Ederly, of Fox Meade, Ont., although a Maine man. There are eight or nine persons now engaged in the business. Most of the knees go to Bath, and the cost of carrying them over the \$1,100 miles of railway between the place where they are cut and Bath is \$85 a car, or about \$2 each. The price at Bath varies from \$7 to \$8 and \$9 each, so that ship knees are by no means cheap. During the present summer it is expected that large shipments of knees will be made to Maine from Ontario.—*Montreal Herald*.

The Peterborough *Review* has the following from its correspondent at Haliburton:—The new shingle mill of A. Sperry, of Peterborough, is now ready to run, and he has a lot of logs to start with. They were brought up the stream, as there is no current. They are very fine logs for shingles. The mill is fitted up in first-class style, the mill proper is 30x60 feet, two and a half storeys, an engine room 20x30 of one storey. A lean-to to the main building about 12x30 for the drag saw, which is on the ground floor, where the logs are cut in blocks and split and taken up-stairs by an endless chain. The lower floor of the mill consists of sawdust carriers, and all the shafting except one line of shaft is overhead on the lean-to that drives the two Perkins' patent shingle machines and the Covel saw sharpener, made by Wm. Hamilton, of Peterborough, which are on the second floor. also a circular saw for ties and lumber, a saw to trim the shingle block and four saws for jointing shingles. The two shingle machines are of first-class make, and are under the management of John Belleghem, of Peterborough, who has been with Mr. Sperry for a number of years. The jointing and packing machines are under the control of Messrs. H. and A. Dunn, of Peterborough. The circular saw has not started to run as yet, as men of the right stamp are rather scarce, in fact what men are at work in the mill come from Peterborough. Haliburton may be proud of having such a mill in the village, as it has increased the population by about forty people, young and old, and there must be still more, as it will take about 25 or 30 hands to run all the machinery in the mill. Haliburton is located on a very pretty lake called Head Lake, on the north branch of the Burnt River. At the north end of the village, Mr. Irwin has a water saw mill. one circular saw, double edger and trimmers, which turns out over 30 M of lumber per day; and alongside we have a grist mill which does all the gristing for the surrounding country.

Railways and Shipping.

The Quebec Harbor Commissioners have received an application for a site for a grain elevator on the Princess Louise embankment.

There are three thousand men at work in construction on the C.P.R., between Mattawa and Thunder Bay. It is expected that trains will run through about the beginning of next May.

On Monday, limited express No. 2, on the G. W. R. division, ran the distance between Windsor and Niagara Falls in five hours, an average of thirty-six miles an hour, including all stops. The distance from London to Hamilton, seventy-six miles, was made in the unprecedented time of an hour and twenty-five minutes.

The *Pictou Standard* says: A new railway is talked of now. Certain capitalists have proposed, in consideration of a subsidy of \$50,000, to contract and operate a line to Pictou, and to connect with the Intercolonial. This would be about ten miles in length, would give the town direct communication with the mining districts, and connect directly with the I. C. R.

Mr. Munderloh, of Montreal, who was in the city of Ottawa, representing the White Cross Steamship Company, has signed a contract with the Government to run a monthly steamship line between Antwerp and Montreal, and in summer between Portland and Antwerp, in winter calling at Halifax. It is understood that the Company will receive a subsidy of \$2,000 per trip. Twelve round trips will be made annually, but the Government will be satisfied with eight.

The *Kingston News* says: "Belleville is getting ambitious. Next week the first through shipment of grain from the west—about 60,000 bushels—via Belleville, will be made to Montreal. Barges will be sent to Belleville, where they will be loaded and then towed down the river. Downey & Preston's elevator will be used in shipping the grain, which will arrive at Belleville on the Midland Railway." When the missing link is completed, the above will only be a drop in the bucket to what will be then shipped from here.—*Belleville Intelligencer*.

A Winnipeg paper learns that the Canada Pacific telegraph system will be established about the 1st of July, under the superintendency of Mr. Frank Drummond. A central office will be opened in Winnipeg. The syndicate will soon have in operation a line extending from Port Arthur on the east to Medicine Hat on the west, and being extended with the grading of the road towards the Rockies. In a year or two they will have a telegraph system extending along their line from Montreal to Port Moody. This will be the overland part of Sandford Fleming's scheme of connecting Europe with China and Japan by a direct line much shorter than that now used.

Recently Dr. Bergin, M. P., Cornwall, was in Ottawa for the purpose of meeting several American capitalists who intend taking an interest in the projected Ontario and Atlantic Railway scheme, of which he is one of the principal promoters. It is understood that arrangements have been made with these capitalists for the construction of the line and the purchase of the bonds of the company. It is intended that the line will run from Cornwall to Sault Ste. Marie, via Ottawa, Arnprior, Eganville, and the valley of the Bonnechere. When completed it will shorten the distance between the Sault Ste Marie and New York, via Montreal, by 149 miles, and via Brockville by 88 miles.

HALIFAX OCEAN STEAMSHIP CO.—The prospectus of the Halifax Steam Navigation Company (limited), which has been formed for the purpose of establishing direct steam communication between Halifax, St. John, and Great Britain, has just been issued. The capital of the company is to be \$300,000, in 3,000 shares of \$100 each, a deposit of \$10 per share being made on application and \$20 on allotment. There is to be an interval of three months before any call and between each call, and no call is to exceed \$30 per share. The following gentlemen have been appointed provisional directors: Messrs. John F. Stairs, chairman; T. E. Kenny, W. Roache, jr., E. P. Archbold, W. Gossip, G. J. Troop, W. C. Silver and Edw. Smith, and Mr. Jos. Wood, Secretary.—*Halifax Chronicle*.

Factory Fires and Accidents.

At the G. T. R. works in Brantford, the other day, the palm of R. Story's hand was torn away by a shaping knife.

Recently one Norbert, a German tanner, of Saint Roch's, Quebec, while working in his father's tannery, was caught up in the shafting and hurled around with such force as to sustain injuries which may not unlikely prove fatal.

A fire in T. Jones' foundry, Windsor, completely destroyed the building and nearly all the machinery, also three small dwelling-houses. The cause of the fire was a defective flue in the chimney connected with the furnace of the foundry.

Mr. Thos. Perry, who, it will be remembered, lost his mills by fire at Lough Erne, some two and eight years ago respectively, has been unfortunate again, his mills at Bracebridge sharing the same fate a short time ago. This is no less than five mills and one house this gentleman has lost by fire within ten years.

An alarm from Box No. 2, corner of Catharine and Jackson-streets, brought out the brigade about 5 o'clock Tuesday afternoon, (June 19). The cause of the alarm was supposed to have been a fire in the drying-house of W. P. Mallory & Co.'s planing mills, on Main-street. On arriving at the scene, no fire was perceptible, but it was apparent that an explosion had taken place, as the drying-kiln and engine-house had been converted into a heap of ruins. Mr. Mallory states the cause of the explosion to have been the burning away of one of the supports of the brick kiln, which was directly over the boiler, and which, falling on it knocked it out of its place, thus causing the explosion. He states that, previous to the fall of the kiln, they had perceived smoke in the neighborhood of the supporters, but could not discover the cause. He says there was plenty of water in the boiler and only thirty pounds of steam on, and that the boiler would blow off at seventy pounds. He further says his engineer is a thoroughly competent man and a machinist, and that no one had anything to do with the boiler but him. A boy was employed around the boiler but only to keep the fire up in the furnace. Mr. Mallory estimates his loss at about \$1,200, which is covered by insurance in various companies. The exact damage to the boiler cannot be ascertained till the debris is cleared away and an examination made, and meantime a new one has been contracted for. The insurance companies will doubtless make strenuous efforts to show that the boiler exploding caused the collapse of the kiln, instead of, as Mr. Mallory puts it, the collapse of the kiln, by one of the supports being burned away, causing the explosion of the boiler.—*Hamilton Tribune*.

The Coaticook Knitting Company's mill was destroyed by fire on the 15th inst. The fire is supposed to have originated in the picker-room. The following are the insurances on machinery. The figures on building and stock are not yet obtainable:—

Com'l. Union.....	\$2,500	Can. Fire & M.....	\$3,000
Western.....	1,500	Royal Canadian.....	1,500
Queen.....	2,500	Dom. Fire Assn.....	1,000
Royal.....	4,000	City of London.....	2,000
Phoenix.....	3,500	N. B. and M.....	2,500
Total.....			\$25,000

The *Coaticook Observer* says—"We understand that the Stockholders are in doubt as to whether they will rebuild or not. The market for their goods has become very much crowded by the erection of a number of new mills, and it is felt that the chances of a profitable business in the near future is not very flattering, and many well-informed stockholders consider it would be best to realize while they can. Should their views prevail it would be a disastrous blow to our village, as this company was looked upon as one of our steadiest and most reliable employers of labor, distributing a large sum of money every year which found its way into the pockets of all classes of the community. Real estate in the vicinity of the factory, and in fact throughout the village, would meet with a heavy decline. We sincerely hope in our own interests and those of the village that this may not be the result, but that a few months may see the factory rebuilt and enjoying greater prosperity than ever before." Another account says:—"The Company had commenced building a large addition to the mill, and the new part which was being erected was saved without very much damage. It is probable the company will rebuild, as they have been very successful for the last four years."

Mining.

A brick of gold weighing 163 ounces was brought to Halifax on Wednesday from the Gallagher mines at Isaac's Harbor. It was the product of about forty tons of quartz.

Recent reports from the mines in the Lake of the Woods district show a very satisfactory state of affairs. The work of development is being carried on rapidly by all the leading companies.

A contract has been given out to build the Gatineau railway from Ottawa for seventy miles up through the district where the phosphate mines are situated. The cost is estimated at \$16,000 per mile.

The gold fever at Bridgewater, N. S., is at its height. Claims are being daily taken up in large numbers. The Government surveyors have been down, and located lines and claims. The quartz taken from some of the claims is remarkably rich.

An effort is about to be made to organize a company in Toronto for the development of the red sandstone quarries now known to exist on the island of Nepigon, on the north shore of Lake Superior. The stone is said to be of first-class building quality.

The Zanesville iron mines are being more extensively worked and William Coe, late of Madoc, has commenced the development of a rich mine on the lot next the Calabogie. Mining, however, as a general thing, is not as actively conducted this season as last.

The Roberts' torpedo patents have expired, and everybody is now free to use nitro-glycerine in oil-wells. There will be active competition, and the moonshiner who formerly infringed under the friendly cover of night will be able to compete openly but less profitably than before.

The shipments of coal from the ports of Sydney and North Sydney, from the opening of navigation to June 2nd, show a large increase over the corresponding period last year, viz.: from Sydney mines, the International and Reserve pier, 31,335 tons, against 14,536 tons last year. 196 vessels arrived, against 85 for the same period in 1882.

The *Warton Echo* says:—We learn from undoubted sources that a strong company has been formed in the State of Pennsylvania, with a capital of one million dollars, for the purpose of thoroughly testing the Ontario oil territory. It has been known for some time, that the American wells are fast declining in the produce of oil, and consequently it has become necessary to look out for new bonanzas, and Ontario has been the place selected.

The Saskatchewan Coal Mining and Transportation Company are meeting with success in the development of their mines west of Medicine Hat. A trial of the coal was made a short time ago with a stationary engine, and gave unqualified success. A more thorough trial on a much larger scale is to be made shortly with a Canada Pacific railway engine, and several of the directors will go out to see the trial. The company expect to be able to sell coal in Winnipeg for \$8 per ton.

Asbestos mining is becoming an important and profitable industry in the Eastern townships. It produces a fibre something like cotton and is much prized in the manufacturing States across the border. Several companies are at work, and now Mr. L. A. Senecal enters the field by buying from Mr. Charles Lionais his mine and works, situated in the township of Coleraine, for the large sum of \$45,000. The estate on which the mines are located comprise 297 acres, and about 215 men will be employed. The mine has been worked for some time and its production shipped to, and sold at a very high price in, Boston. American capitalists have also bought large tracts of asbestos lands, and are about to develop them on an extensive scale. This promising industry is expected to equal phosphate mining in Quebec.

Miscellaneous.

A flax mill is to be established in St. Boniface, Man.

Henry Ward Beecher is to lecture in Brantford on Tuesday, July 10.

Sir John A. MacDonald will, it is understood, visit Manitoba in August next.

Work has commenced on the construction of telephone connection between Kingston and Cobourg.

The Consumers' Gas Co., of Toronto, announce that during the Exhibition here they will make an exhibit of gas lights on the ground that will eclipse the electric light.

Mr. E. B. Eddy, of Hull, Que., will, it is understood, shortly establish a paper pulp factory. He expects to utilize in this way all the sawdust refuse of his saw-mills.

The Curtis Pressure Regulator Company of Boston, Mass., have recently filled an order for the Manchester Mills, of thirteen steam traps. This is the third order from the same mills.

Messrs. Fleming & Sons, St. John, N. B., shipped per I. C. R. on Friday last, two large boilers, each 30 feet long, and of about six feet in diameter, to the Springhill Mining Company.

Many Montreal manufacturers have signified their intention of sending goods to the exhibition to be held in St. John, N.B., next October, to celebrate the Centenary of the Loyalists in New Brunswick.

The Ontario Silver Co. has been formed and has leased a portion of Mr. McDonagh's mill at Thorold, Ont. Orders have been given for the necessary machinery, and operations will be commenced at once.

Another industry is boasted by the enterprising town of Coaticook, Que., in the shape of a comb factory, shortly to begin work, and employ some 20 hands. There is plenty of available water power at this point yet.

The Nova Scotia Glass Works at New Glasgow are now in full blast, and turning out a large amount of glassware. The number of hands at present on the pay roll is 190. The wages paid weekly amount to over \$1,000.

The Richmond Sugar Refinery (Halifax) is now working at the greatest capacity, there being 130 hands employed in the refinery and cooperage department. Last month some thirteen thousand barrels were manufactured.

A company has commenced operations in Annapolis in the way of manufacturing bricks, tiles and pottery. When arrangements are complete employment will be furnished to sixty men, and \$20,000 capital will be invested.

G. J. Hamilton & Sons, Pictou, N.S., have been making large shipments from their biscuit works the last few weeks. One day's consignment not long since were of the value of \$1,034.00, shipped to Chatham, N.B., and other points.

The Vickers' express people have so completed their arrangements that they are now enabled to deliver goods in Winnipeg from Toronto in from four to five days. Thus, no doubt, will be welcome news to those engaged in the North-west trade.

The engineer of the Qu'Appelle and Wood Mountain Railway has completed the preliminary survey of the route between Qu'Appelle and Fort Qu'Appelle. He reports the entrance to the valley easy, good alignments, and grades no heavier than on the C. P. R.

At least one dozen houses are wanted in the vicinity of Lachute Mills by people who want to move in, so says the *Watchman*. This looks well for the N. P., we may add.

The Markham *Economist* says:—"James Speight, Esq., Manager of the Speight Manufacturing Co., completed a contract with the Toronto Street Railway Co., on Wednesday last, for the manufacture of 20 street coaches, at \$9,000, to be delivered as fast as they can be completed.

Mr. Wright, who lives near Essex Centre, is putting up a cane sugar factory on his premises and contemplates going extensively into the manufacture of sugar. He has twenty acres of sugar caue planted himself, and a number of farmers in that vicinity have more or less planted or in course of planting.

Mr. Gerald, Collector of Inland Revenue at London, Ont., has been appointed Inspector of Tobacco Manufactories under the Act of last session, and Mr. Thos. Alexander, Deputy Collector at Kingston, has been appointed to succeed Mr. Gerald as Collector at London. Both are efficient and experienced officers.

Work on Messrs. Thos. Connor & Sons' rope walk at St. John, N.B., is progressing rapidly, and the shafting is now being put in. The factory will have double the capacity of its predecessor. Operations will be commenced about July 1st, and the delivery of goods will be guaranteed by the end of that month.

Several Belgium firms are now manufacturing paper imitation of satin, which is especially desirable for walls on account of its rich effect. There is little doubt that the process consists in coating ordinary paper with a glue solution and then shaking colored asbestos over the mass. The asbestos takes all colors readily.

In the Ottawa City Council by-laws have been read a first time authorizing the granting of a bonus of \$5,000 to Messrs. McFarlane Bros. for a stove factory; to authorize the Corporation to grant a bonus of \$10,000 to M. Chevalier for a shoe factory; and to authorize the Corporation to grant a bonus of \$5,000 to George M. Elliott for a brush factory.

Mr. P. E. Shantz, of the Preston Agricultural Works, to-day shipped two car loads of agricultural implements to Manitoba. The value of these goods is about \$3,000. Mr. Shantz has had quite a back set by a fire in the spring, but, by his well-known energy and push, he has overcome his difficulties, and is able to supply his numerous orders.—*Berlin News, June 22.*

An era in the history of Saint Andrews, N. B., was inaugurated Monday, the 11th inst., by the commencement of operations in the Messrs. Hanson Bros. shoe factory. The machinery was on that day put in motion for the first time, everything worked smoothly, and in a few days a full staff of hands will be engaged in the manufacture of boots and shoes, in a great variety of styles and qualities.

Last week Mr. W. Saunders, our local barber, invested \$1,300 in real estate in the farm owned by the late John Payne, of Granby Hill. Two years since Mr. S. purchased the house and lot upon which he now resides, of Duke Roberts, Esq., of Waterloo, for the sum of \$900. The cash was paid down for both places. If all the inhabitants were as attentive to business and judicious in expenditures as Mr. Saunders, there would be no applications for liquor license in the village.—*Covansville Observer.*

DOMINION PHOSPHATE MINING Co.—At a meeting called for the purpose at No. 11 St. John street, at which a large number of business men interested in phosphates were present, it was decided to organize a company for the purpose of phosphate mining. The title of the company is "The Dominion Phosphate Mining Company." The following gentlemen were elected as the first Board of Directors; Charles Kyte, Fanwood, New Jersey; A. Sheppard, Fanwood, New Jersey; Henry Earle, Brooklyn, N. Y.; A. J. Hunston, Brooklyn, N. Y.; W. H. Nichols, Brooklyn, N. Y.; T. C. Keefer, Ottawa, and A. F. Riddell, Montreal. After the election of the Board the meeting adjourned until the Directors should meet for the election of officers.—*Montreal Gazette.*

A Quebec despatch says that the directors of the Asbestos Company have decided to accept the contract of Messrs. Irwin and

Hooper, with some slight modifications, so that the factory will begin operations at once on a large scale. The American directors are well satisfied, and leave for home this evening. It is said that several of the shareholders, hearing that matters were brought to a happy issue, made application this afternoon for more stock, but they were too late, as all the allotted shares have been taken up. Out of the 5,000 shares of new stock issued, the American shareholders subscribed at the board meeting this afternoon for 3,500 shares.

The Cork Exhibition opens a week or two hence, and it is said will be more extensive in area, and in variety of its exhibits, than its Dublin predecessor of last year. It will be devoted to the improvement of manufacturing industries, and it will also have a good loan display of fine arts. England, Scotland, Canada, France, Belgium and Germany will be represented in the contribution, though the multitude of this year's expositions will probably prevent the one in Cork from receiving the attention it would otherwise secure. In the present political state of Ireland, anything like a joyous festival of universal observance must be distasteful to many. So the exhibition will be confined strictly to business purposes.

The annual general meeting of the stockholders of the Canadian Locomotive and Engine Company was held in the office of the company at eleven o'clock on Tuesday the 12th inst. Mr. John Beattie retired from the Board of Directors, and Mr. Hugh Mackay, of the well known dry goods firm of Mackay Bros., of Montreal, was elected in his place. With this exception the Board continues the same as last year, viz.: Hon. G. A. Kirkpatrick, Hon. Thos. McGreevy, A. Gunn, Wm. Harty, Hugh Ryan, Hugh Mackay and P. A. Peterson. The Board was organized immediately following the shareholders' meeting, and elected Hon. G. A. Kirkpatrick, President; Hon. Thos. McGreevy, Vice-President; and Wm. Harty, Managing Director.

According to the *Winnipeg Sun*, the total cut of lumber firms operating from Winnipeg for the year will be seventy-eight and a half million feet. Our contemporary says that from the figures obtained from each company, it is evident that the supply this year will exceed the demand, which is reported to be not so large as it was last year. The price of lumber, too, is considerably reduced this spring, only \$25 per thousand feet being asked for lumber which last spring brought \$32 per thousand feet. The class of lumber cut this year has been very superior, as there were many complaints last year of the lumber not being very good. Nearly all the mills have already been set in operation and in a few weeks newly sawn lumber will be shipped into Winnipeg in large quantities.

The *St. Paul Pioneer Press* gives a lengthy statistical review of the season's lumbering operations in the Minnesota and Wisconsin woods, the cut being by far the greatest in the history of the North-West:—

The total cut of the two States exceed 4,000,000,000 feet. This represents the trees growing on 1,250 square miles. The Chippewa Valley region of Wisconsin contributes nearly 1,000,000,000 feet, the Mississippi above Minneapolis nearly 600,000,000 feet, the Wisconsin River 441,000,000, the Duluth district 297,000,000, and the Black River 228,000,000. The streams on the west shore of Lake Michigan, grouped together for convenience, show a cut of 785,000,000. On the different railroads in Wisconsin and Minnesota between 500,000,000 and 600,000,000 feet were cut.

The Williams Sewing Machine Company have displayed commendable energy in rebuilding and refitting their Montreal factory. It will be remembered that this factory was burned to the ground, less than three months ago, leaving nothing standing but a few portions of the wall, which had to be pulled down. They have been hard at work ever since, and now their new factory is almost finished and the new machinery is being put in place. In a very few weeks everything will be in running order again, and those of the old force of workmen who were transferred to the Plattsburg factory after the fire will return to their old quarters. Since the destruction of their factory the Williams Co. have had possession of the works in Montreal formerly occupied by the Lawler and the Belmont companies, and have been turning out as many machines for their Canadian trade as the capacity of the works would admit.—*New York Sewing Machine Journal.*

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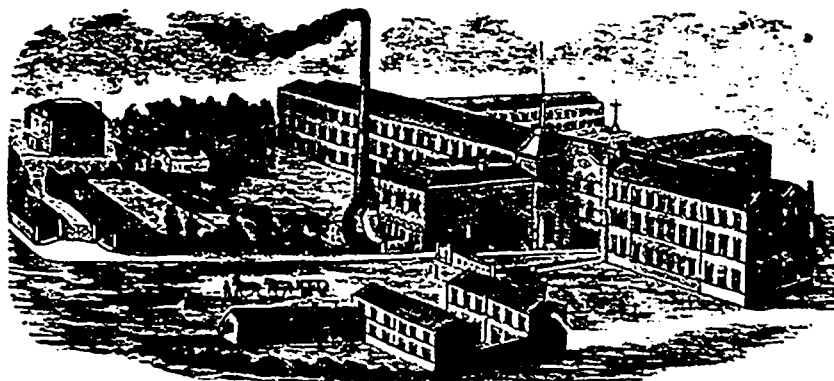
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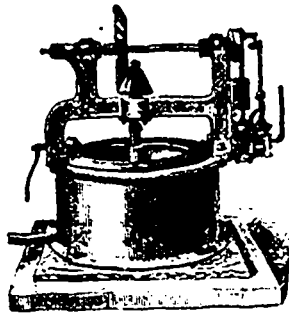
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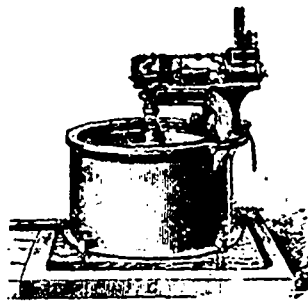
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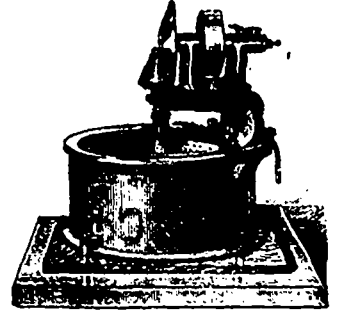
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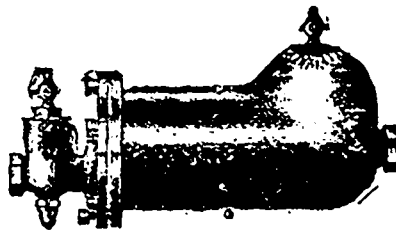
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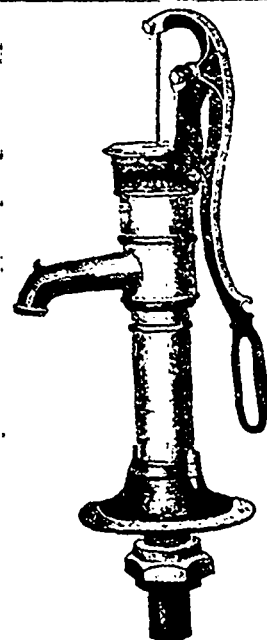
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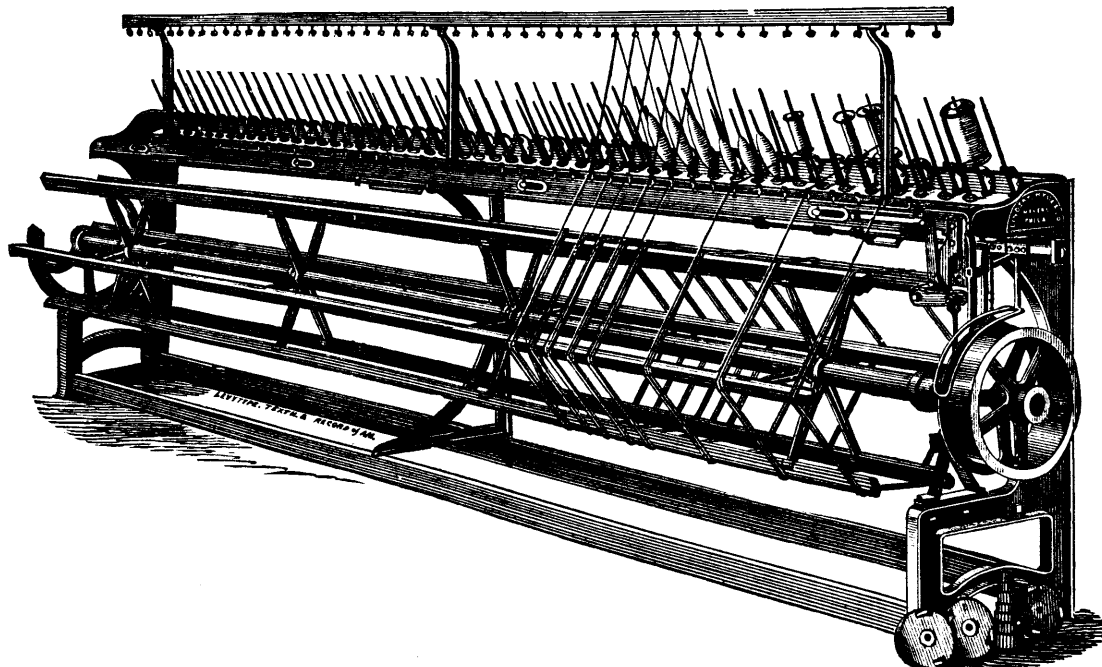
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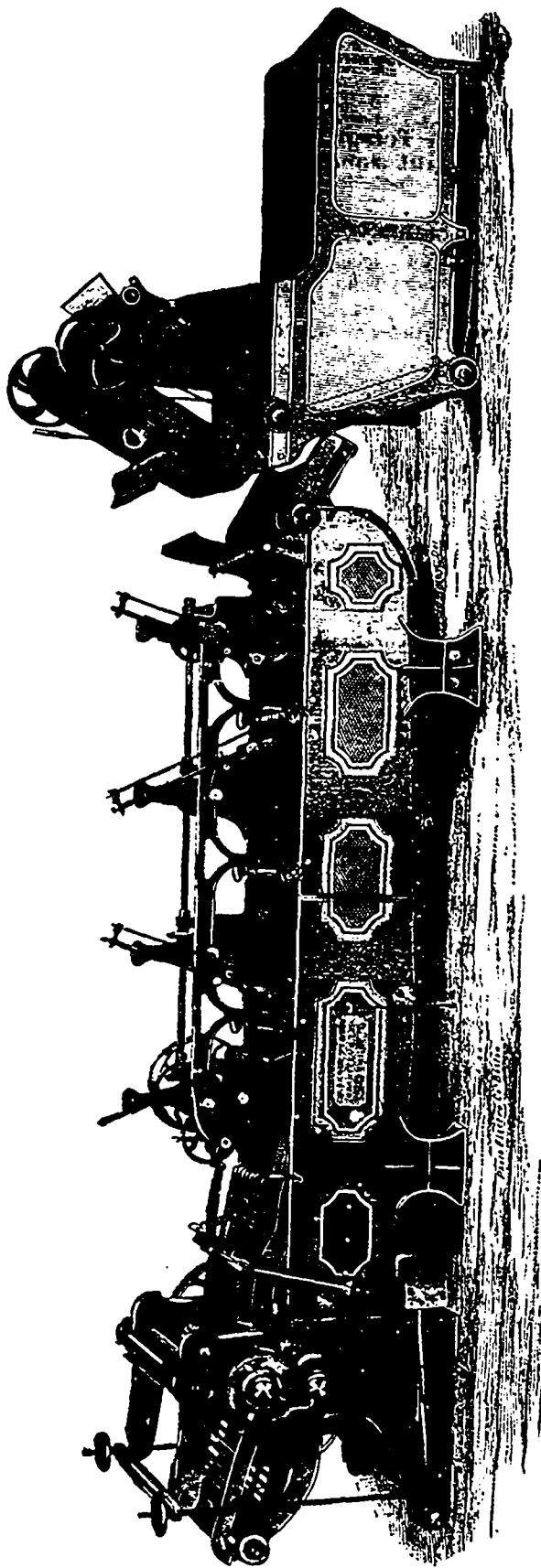
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THE ABOVE CUT REPRESENTS OUR IMPROVED WOOL-WASHER WITH SELF-FEEDER ATTACHED.

Would call attention to our New Machine for

CLEANING SHIVEY WOOLS.

This arrangement is attached to our BURR PICKERS and is giving good satisfaction.

SEND FOR ILLUSTRATED CATALOGUE.

Graniteville, Mass.

C. G. SARGENT'S SONS, Proprietors.

PROSPECTUS.

Canada Rolling Stock Comp'y.

Head Office:—Western Union Telegraph Building, corner Market Square and King Street, Saint John, New Brunswick, Canada.

The CANADA ROLLING STOCK COMPANY, capital \$80,000, in shares of one hundred dollars each, with power from time to time to increase to any amount not exceeding six hundred thousand dollars. The works of the Company to be located in Sydney Ward, in the City of Saint John, adjoining the deep water terminus of the Intercolonial Railway.

The object of the CANADA ROLLING STOCK COMPANY is to carry on the manufacture of all kinds of passenger and freight cars, locomotives, manufactured articles of wood, iron and brass, and such other general business as may be incident to such a manufacturing company.

The field for the operations of such a company is a very wide one. There are now nearly ten thousand miles of Railways in Canada, and the mileage is increasing at the rate of more than one thousand miles a year. The works now established in Canada for the manufacture of Rolling Stock have never been able to supply the demands of the railways, and the result has been that both the Government roads and private companies have been obliged to import rolling stock. It is for the purpose of endeavouring to supply this large and increasing demand for rolling stock that the present Company has been organized.

There is no city in Canada better situated for such a manufacturing company than Saint John, and there is no locality in Saint John with greater advantages than the site which has been secured for the *Works* of the CANADA ROLLING STOCK COMPANY. The site has a frontage of 440 feet, on Sydney and Charlotte Streets and a depth of 380 feet adjoining the Intercolonial Railway, and 400 feet adjoining the property of the Estate of the late John Fisher, Esq. The grounds have an area of about four acres.

It adjoins the deep water terminus of the Intercolonial Railway and is connected with the wharf and railway by a convenient siding. In addition to this it possesses independent wharfage facilities, vessels being able to load and unload along the whole of the Charlotte street front of say 440 feet, in front of the *Works* and only the width of the street from the Company's Warehouse. Thus, the most admirable facilities are afforded for the reception and discharge of heavy goods, such as the Company requires to handle.

No item is of more importance in such an establishment than cheap fuel, and this the Company will have. Coal can be brought from the Spring Hill and Joggins Mines, either by rail or water at a very cheap rate. Slack coal, such as the Company will use, can be purchased at the Spring Hill Mines for from 60 cents to 75 cents a ton of 2000 lbs., and brought by rail for about \$1.03 a ton, making the total cost landed at the Works from \$1.63 to \$1.78 per ton.

Slack coal can be obtained at the Joggins Mines at 80 cents a ton, and the freight by water to Saint John is from 75 cents to 85 cents, making the total cost from \$1.55 to \$1.65 for a ton of 2000 lbs. at the Company's Works. It is unnecessary to enlarge on the advantages which these rates will give the Company over all other works of the kind in Canada.

The same statement is true with regard to the freight, either by water or by railway on all kinds of material, wood, iron and brass entering into the construction of Rolling Stock. Pitch Pine and Southern Oak can be landed, in specification sizes, at as low a price as Canada Oak, and all the advantages of the economical use of these superior materials obtained.

The machinery will be of the most modern character so as to facilitate and cheapen the work of construction, and the location, now under consideration, of the several buildings, viz. Foundry, Machine Shop, Planing Mill, Building, Shops and Offices will be so arranged as to aid the operations and reduce the expenses to a minimum, these advantages together with the abundant supply of skilled labor ever to be had in the City of Saint John, for reasonably moderate remuneration, warrant the assurance that the profits realized are certain to be large.

The organization expenses are fixed at eight and one half per cent. Stock will be sold in blocks of not less than ten shares.

The Company will be managed by a board of either five or seven Directors, viz.—President, Vice-President, Managing Director and Treasurer, and either two or four other Directors, as shall be decided by the Stockholders. Three of these Directors shall form a quorum.

There will be a General Superintendent and Manager of Works appointed by the Directors, who shall not be a member of the Board. E. T. C. Knowles, Esq., Barrister-at-Law, Solicitor, and G. Earnest Fairweather, Esq., Architect, both of the City of Saint John.

The first call of twenty-five per cent. is made payable on or before the first day of June, A.D. 1883, and subsequent calls of twenty-five per cent. will be made at periods of not less than three months each. Subscribers outside of the city may deposit to the credit of the CANADA ROLLING STOCK COMPANY in an incorporated Bank of the Dominion which will be sufficient evidence of payment, and upon advice of such deposits, respectively, stock certificates will be in due course recorded, issued and delivered; provided always that stockholders, respectively making payment on account for subscribed stock, either in whole or in part, in anticipation of the time of call, shall be allowed interest at the rate of six per cent. per annum for such anticipated time.

In order to secure the location of the "Works" in the City of Saint John, a lease to the CANADA ROLLING STOCK COMPANY has been secured for 21 years from the 1st May, 1883, with the usual conditions, at the moderate rental of \$100 a year for the first three years and \$400 a year for subsequent years.

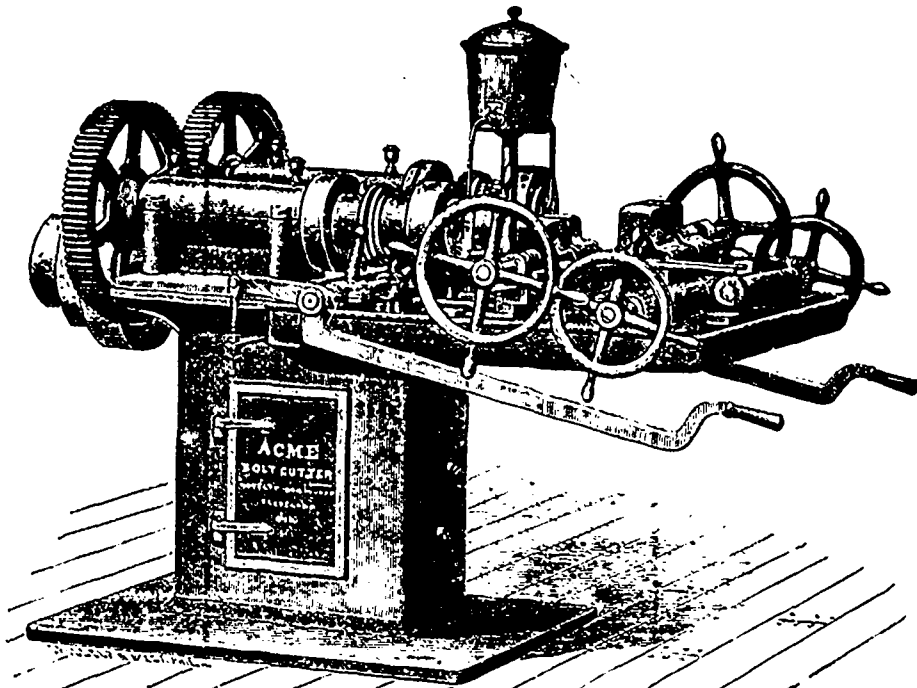
On behalf of the Company,

ROBERT MARSHALL.

Address, ROBERT MARSHALL, St. John, N.B., Canada.

BOLT CUTTERS.

ACME NUT TAPPERS.



ACME BOLT CUTTER HEADS.

"THE ACME" SINGLE & DOUBLE BOLT CUTTERS,

— From $\frac{3}{4}$ inch to $1\frac{1}{2}$ inch. —

Agents in Canada, The Machinery Supply Association, Machinery Dealers,
CORNER OF CRAIG AND BLEURY STREETS, MONTREAL.

NEW BRUNSWICK
COTTON MILLS,
SAINT JOHN, N.B.

WM. PARKS & SON,
Cotton Spinners, Bleachers and Dyers,

Have been awarded "PRIZE MEDALS" for 1882--

At the TORONTO INDUSTRIAL EXHIBITION --
Four Silver Medals and Three Bronze.

At the MONTREAL EXHIBITION --
Silver Medal for "Best Exhibit."

At the KINGSTON PROVINCIAL EXHIBITION --
Silver Medal for Best Exhibit, and First Prize.

For their celebrated Beam Warps, Cotton Yarns, Carpet Warps,
Ball Knitting Cotton, Manufacturers' Knitting Cottons and Apron
Checks.

The smoothness and even finish of the goods, and brilliancy of colour,
resulting from the use of the "St. John" Waters cannot be excelled.

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HAMILTON
COTTON COMPANY

MANUFACTURERS OF

COTTONADES, DENIMS,
TICKINGS,

BEAM WARPS of every variety.

HOSIERY YARNS of every description.

BALL KNITTING YARNS,

BUNDLE YARNS,

and

CARPET WARP

First Prize, Silver Medals, for Beam Warps and Denims
Toronto, 1881.

Agents in Montreal,—

F. McELDERY & CO.,

Agents for Beam Warps,—

WINANS & CO., TORONTO.

—): TO (—
USERS OF GLUE.

We are manufacturing a reliable **GLUE**, and can supply a limited number of consumers only. We guarantee our Glues to be made from selected stock, and to be of the same uniform quality. Glues not as represented, or not proving satisfactory, returnable at our expense.

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WOODSTOCK, ONT.

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Manufacturer of and dealer in
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And all kinds of
DIMENSION TIMBER
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PROPR'S WOOLLEN AND COTTON MILLS:—
Having put up a Woollen and Cotton Picker on the Corner of Mary and Cannon-sts., Hamilton, am prepared to do all Custom Work that may be entrusted to me in a first-class manner, (samples of work always shown,) or will buy your Cuttings and give the Highest Price in Canada.
Yours respectfully,
JOHN QUARRIER.

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PATTERN & MODEL MAKER.
—MANUFACTURER OF—
HAMILTON PRESSING MACHINE.
All kinds of General Jobbing and Repairing.
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Electrotype Foundry
The Only Complete Foundry in Canada.
ESTABLISHED 1870.
Merchants and Manufacturers wishing Business Cuts will find it to their advantage to give us a trial.
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CANADIAN MANUFACTURERS,
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Brown Cottons, Canton Flannels, Yarns and Bags.
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Bleached Shirtings, Wigans and Shoe Drills.
STORMONT
Colored Cotton Yarns, Ducks, Tickings, Checks, &c.
Knitted Goods, Tweeds Flannels, &c., &c.
The Wholesale Trade only Supplied.

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Boiler Works and Dock.
JOHN MCGREGOR & SONS. Prop'ors.
Manufacturers of all kinds of Stationary, Marine, and Locomotive **BOILERS.**
Sheet Iron Work and all kinds of Repairs promptly attended to.
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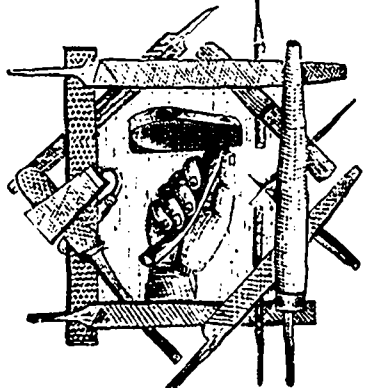
C. W. BROWN,
Manufacturer of all kinds of
Machine Screws!
Metal Punching done to Order.
530 CRAIG STREET,
MONTREAL.

VULCAN IRON WORKS,
OTTAWA.
ENGINE & MILL
MACHINERY
Of Every Description
MANUFACTURED.
GENERAL REPAIRS DONE.
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Hon. Adam Hope, T. Sutherland Taylor, Esq.
George Taylor, Esq., J. O. J. Arntson, Esq.
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Commercial credits issued for use in Europe, the East and West Indies, China, Japan, and South America.
Settling and American Exchange Bought and sold.
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COPPER and BRASS WORK
In Stock or Made to Order.

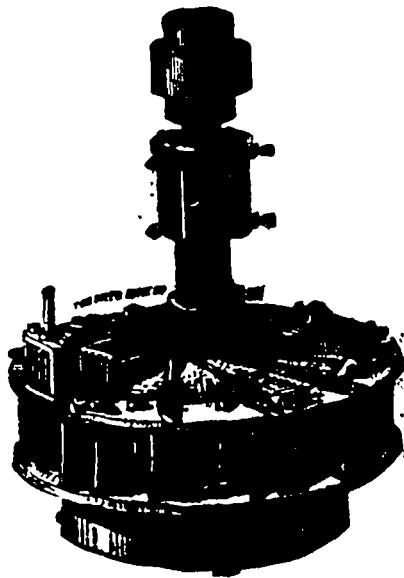
FILES!
Sherbrooke File Works.
Established 1875.
J. H. CHAPMAN & CO.



ALL HAND-CUT FILES made from the Best Sheffield Cast Steel.
Warranted equal to the Best Imported Brands.
Send for Price Lists and Discounts.
FILES RE-CUT.

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15,000 IN USE.



**JOSEPH HALL
MANUFACTURING CO.,**
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OSHAWA, ONT.

Manufacture the celebrated
**James Leffel's Double Turbine
Water Wheel,**
All sizes of Stationary and Portable En-
gines and Boilers, Shafting, Pulleys,
Hangers, Gearing, Latest Improved
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The Stearns' Circular Saw Mills with Frac-
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Mill is acknowledged in the United States and
Canada to be superior to all others—also a very
complete Circular Saw Mill with Iron Frame
and cheaper Head Blocks for Small Mill. Saw
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Machinery a Specialty.
For further particulars address

Joseph Hall Manufacturing Co.,
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G. E. HEMING,
(SUCCESSOR TO S. BEECH & CO.)

Files Re-cut and Warranted
Equal to New.

WORKS AND OFFICE:
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Manufacturer of
**CARD CLOTHING,
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MILL SUPPLIES,**

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MANUFACTURER OF
**Scotch Fingering,
Wheeling, Jacket and
All Wool
Knitting Yarns**

**Fine Worsted, Tweed, and
Hosiery Yarns. Glove, Mitt,
and Cloud Yarns. Seaming
Yarns. Carpet Warps, &c.**

Any Description of Yarns in single,
2, 3, or 4 ply made to order.

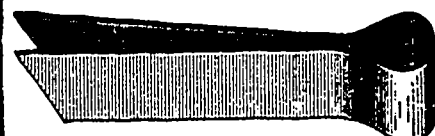
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—MACHINISTS,—
NORTH CHELMSFORD, MASS.
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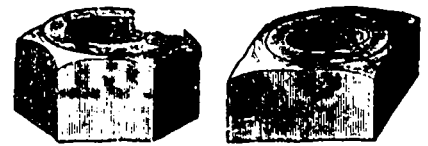
BALL WINDERS,
For Balling Twine, Thread, and Cotton, Woolen, and
Silk Knitting Yarns, Binder Twine, Cotton Banding, and
Cords of every description.
Also, **QUILLERS** for Bagging, Duck, Carpet and
Webbing Looms.



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NO. 2 FLAT SPRING KEYS.

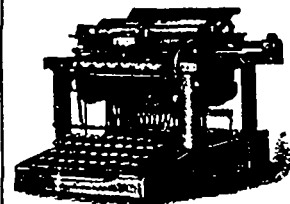


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Brown & Co.,
Manufacturers of all sizes of
HOT PRESSED NUTS,
Square and Hexagon.

CANADA LAND-PLASTER Co
PARIS, - - Ont.
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**WYCKOFF,
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NEW YORK,
Sole Exporting Agents

The only Machine which will success-
fully supersede Pen Writing. Used by Mer-
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way, Insurance and other offices, etc., etc.
Send for Catalogue and Testimonials.

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LEATHER BELTING.

Two first prizes and only Medal at Do-
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LAGE LEATHER.

Three first prizes and only Medal at Do-
minion Exhibitions.

Factory---**DANVILLE, QUE.**

Others have their specialty--we have none.
With the best possible appliances, we are de-
termined to make

ALL OUR BELTING

The Best in the market, including our Driving
Belts--both Double and Ribbed--which are
not, and cannot be, excelled.

Orders promptly filled.
Full satisfaction guaranteed.

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J. McLAUGHLIN'S SONS,

GROWERS,

Merchants and Exporters of Assorted and Sized

American Teasels,

SKANEATELES, N. Y.

We respectfully call the attention of woollen manufacturers to an important addition we have made to our method of preparing Teasels for use. We have succeeded in perfecting a machine which automatically performs the work of grading Teasels into *perfect exact diameters*, making, instead of the *six* sizes of the old way of assorting, *thirty six* perfect grades, beginning with the smallest, which is 61-64 of an inch in diameter, and is numbered 61, and so on in consecutive order, each number or grade increasing 1-64 of an inch in diameter, to number 96, which is 96-64 or 1 1-2 inches in thickness and is the thickest grade.

We have had our attention repeatedly called to this subject, and it has been suggested by practical manufacturers, that having teasels agreeing as to thickness, while saving labor in placing upon the "gig," will require less experience in the "gigging" to avoid *streaked cloths*, and assure more uniform work generally.

The "gig" makers have, to some extent, obviated this difficulty, by making the "gig" cylinder "vibrate," which prevents teasels of uneven thickness striking the cloth every turn of the cylinder at the same point; but this has only been a makeshift, as zig-zag streaks are often traced upon the surface of faced goods finished upon a vibrating cylinder gig.

As teasels were assorted, viz: 1 to 1 1-2 inches, 1 1-4 to 1 3-4 inches, 1 1-2 to 2 inches, 1 3-4 to 2 1-4 inches, 2 to 2 1-2 inches, 2 1-2 to 3 inches, sized as to *length only*, streaks in goods more or less could not be prevented.

In the above classification teasels will be found of the *same diameter* in each of the six sizes, although differing in length. Such assorting is very faulty, as the *diameter* of the teasel should regulate its grade, and this is what our invention does. In some of the best regulated mills skilled labor is employed in selecting from such a diversity of sizes, those that will answer for the work to be performed, *accuracy* being out of the question, and more or less imperfections in the finishing are sure to follow even with the best of help and with the greatest care.

The saving made by using gauged teasels, both from rejected teasels on account of some being uncommonly thick or thin, and in the labor of selecting these suitable to set, is fully equal to their first cost, and an equal gain is made in the perfection of cloths, thus saving twice the cost of the teasels, besides having the satisfaction of making perfect goods, and no claims for damages or tender cloths.

Our teasels are neatly clipped, and the quality well graded, carefully hand packed with stems only 3 inches long. We shall sell them strictly gauged an exact diameter at the very lowest price in the market for the quality with 2 1-2 cents per pound additional to pay for extra labor in gauging them, and we trust you will appreciate our efforts in your behalf.

The great demand made upon us for our teasels sorted per an exact diameter, having rendered it necessary to meet a much larger demand than we could have reasonably anticipated, we have just completed an extension of our works, and secured an abundant water power to drive our sorting machinery, which doubles our capacity for business.

Parties desiring to order from us may therefore depend on having their orders executed with the same care as heretofore, and within reasonable time.

Reference to all the leading Canadian users.

CORRESPONDENCE SOLICITED.

Post Office Address,.....Skaneateles Falls, N.Y.

Telegraph Address,Skaneateles, N.Y.

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ENWICK & SCLATER, Montreal.—Asbestos packing, paints, and roofing.—Send for lists. Files, &c.

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A. S. WHITING MANUFACTURING CO., Cedar Dale, Ont.—Manufacturers of scythes, forks, hoes, etc.

WELLAND VALE MANUFACTURING CO.—Lock No. 2, St. Catharines, Ont., Canada.—Manufacturers of axes, scythes, forks, hoes, rakes and edge tools.

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THOMPSON & CO., Sherbrooke, P. Q.—Manufacturers of all kinds of Bobbins and Spools for Cotton and Woollen Mills—Special patterns made to order from sample.

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

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H. C. SPRINGER, Chapin Block, West Swan Street, Buffalo, N.Y.—Anthracite and Bituminous Coal and Coke at Wholesale.—General Agent for Clearfield Coal Co.'s Reynoldsville Gas, Steam and Smelting Coal and Coke. Agent for the celebrated "Snow Shoe" High-Grade Bituminous Coal.

P. BURNS Offices cor. Front and Bathurst Sts., Yonge St. Wharf 51 King St. East, 532 Queen St. West Toronto.—Wholesale dealer in Coal and Wood. Telephone communication between all offices.

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WULFF & CO., sole agents for Canada for Wm. Pichardt & Kuttroff (B. Anilin and Soda Fabrik Sp. P.), New York. Full supply of Anilin dyes, &c.

JOHN McARTHUR & SON, Montreal.—Supply of best quality at closest prices. Every description of coloring materials required by manufacturers of woollens, cottons, silks, paper, leather, &c. Are sole agents in Canada for the celebrated aniline dyes of A. Perrier, Paris.

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WELLAND VALE MANUFACTURING CO.—Lock No. 2, St. Catharines, Ontario, Canada.—Manufacturers of axes, scythes, forks, hoes, rakes and edge tools.

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HART EMERY WHEEL CO., Hamilton.—Manufacturers of every description of Emery Wheels and Emery Wheel machinery.

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JOHN DOTY, Toronto.—Engines and boilers of every description and capacity, also shafting, pulleys, and hangers for factories.

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

G. OUTRAM & SON, Dominion File Works, Montreal.—Manufacturers of every description of files and rasps.

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FENWICK & SCLATER, Montreal.—Canvas hose, plain and rubber lined, for fire departments and factories.—Write us before purchasing elsewhere.

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JACOB ZINGSHEIM, Hamilton, Ont.—Manufacturer of Parlour and Bedroom Sets, Center Tables, &c.

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JOHN DOTY, Toronto.—Manufacturer in Canada of the new "Otto" silent gas engine, two, four, and seven horse-power and larger.

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S. & H. BORBRIDGE, Ottawa.—The largest saddle, harness, and trunk manufactory combined in Canada. Wholesale and retail. Offer the trade and the public generally the largest assortment of goods in their line in the Dominion at lowest prices.

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LEITCH & TURNBULL, Central Iron Works, cor. Rebecca and Hughson Streets, Hamilton, Ont.—Patent safety hand and power elevators.

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

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

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

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

ST. THOMAS RIVET WORKS (Brent & Sherman). Manufacturers of boiler, tank, and cooper rivets, plate nails, wrought spikes, cotter pins, spring keys, &c.

B. W. RICHARDS, Brockville, Ont.—Manufacturer of selected Norway iron and Lake Superior copper rivets and burs, kettle ears, &c.

COLBORNE FOUNDRY AND STEAM MILLS (J. C. Scripture & Bro.), Colborne, Ont.—Manufacturers of mill gearing and agricultural implements, and stoves of all kinds.

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HARE & CO., Oshawa.—Manufacturers of plows, land rollers, cutting boxes, and all kinds of small castings.

GARTSHORE CAR WHEEL MANUFACTURING CO.,—Works, corner Front and Cherry Streets, Toronto.—Manufacturers of car, tender, and locomotive wheels, wheels for street railways, construction cars, &c., also chilled castings of every description manufactured from the best brands of charcoal iron.

J. MATHESON & CO., New Glasgow, N.S.—Manufacturers of engines, boilers, mill and mining machinery, iron masts, etc.

Inspirators and Ejectors.

THE HANCOCK INSPIRATOR CO., Montreal.—Manufacturers of inspirators, ejectors, and general jet apparatus.

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

Knitting Mills.

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

OSHAWA KNITTING WORKS, Oshawa.—Manufacturers of cotton and woollen hosiery, Cardigan and ladies' jackets, scarfs, gaiters, carriage rugs, mens' and childrens' jersey shirts, &c.

Leather Belting.

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

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SHEPHERD & HOYER (late with J. Doty), 26 and 28 Colborne Street (in rear of the Ontario Electrotype Foundry), Toronto.—Machinists and Engineers. All kinds of machinery made and repaired. Jobbing promptly attended to.

Manufacturers' Agents.

W. L. HALDIMAND & SON, Montreal, representing English manufacturers of iron, steel, metals and hardware. Cutlery, files, Tools, &c. Also twines, cotton main driving rope, mill bandings, &c.

McKENZIE & NOLAN, Montreal, Manufacturers' Agents, Customs Brokers. Samples of manufactured goods intended for sale in this market and correspondence solicited.

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Pot and Pearl Barley Mills.

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D. POTTINGER, Chief Superintendent, Moncton, N.B.

Railway Office, Moncton, N.B., Nov. 28, 1882.



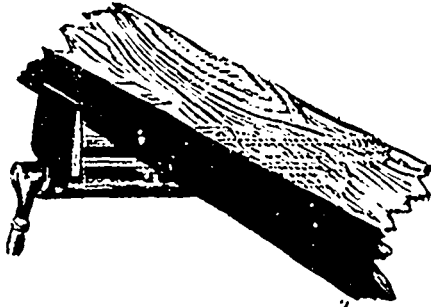
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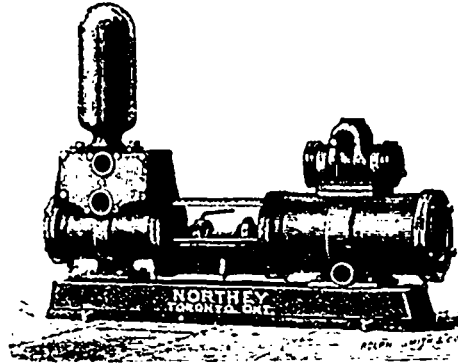
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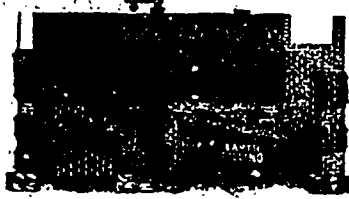
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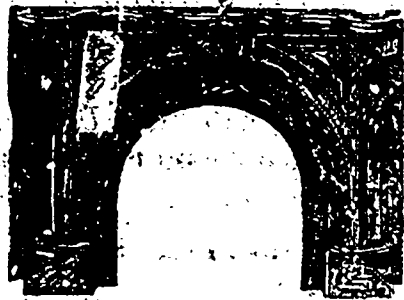
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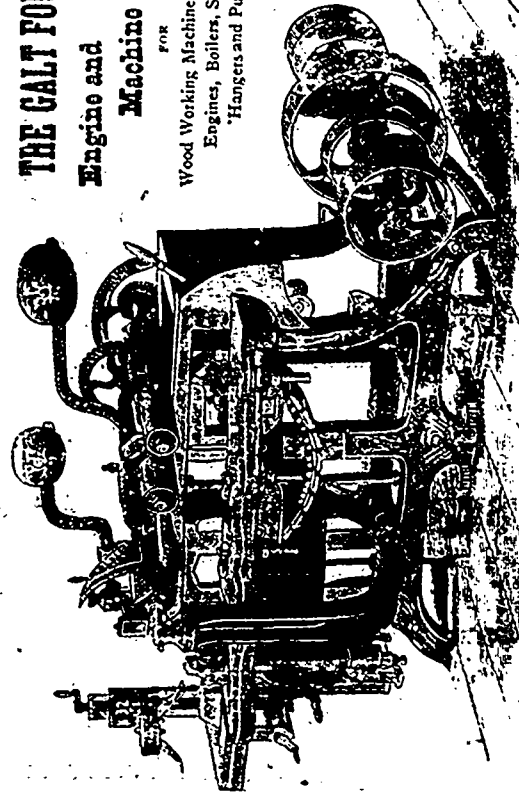
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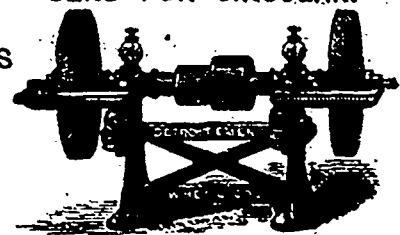
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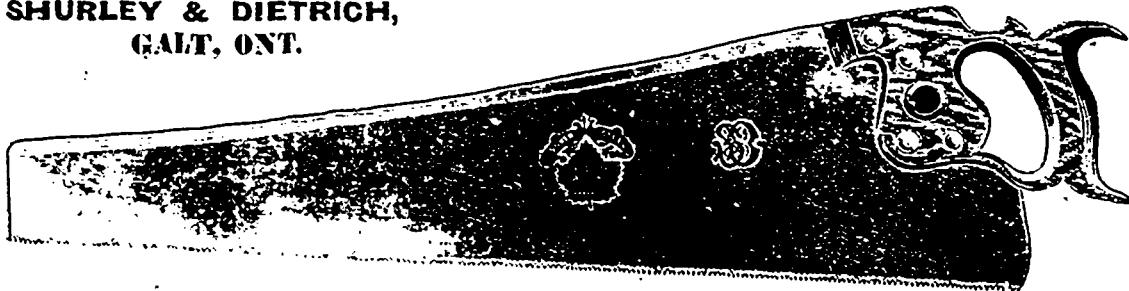
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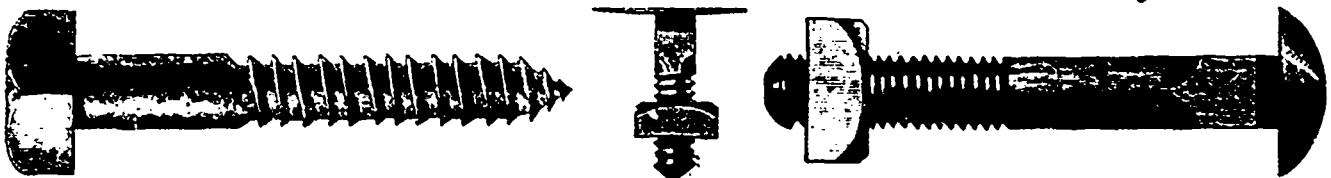


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