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TORONTO, JANUARY 5, 1900.

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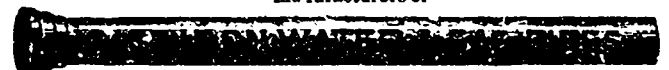
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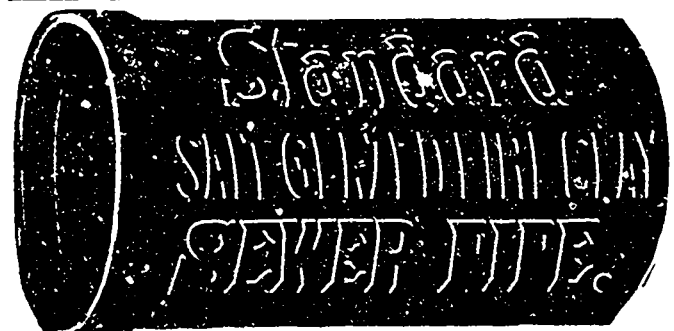
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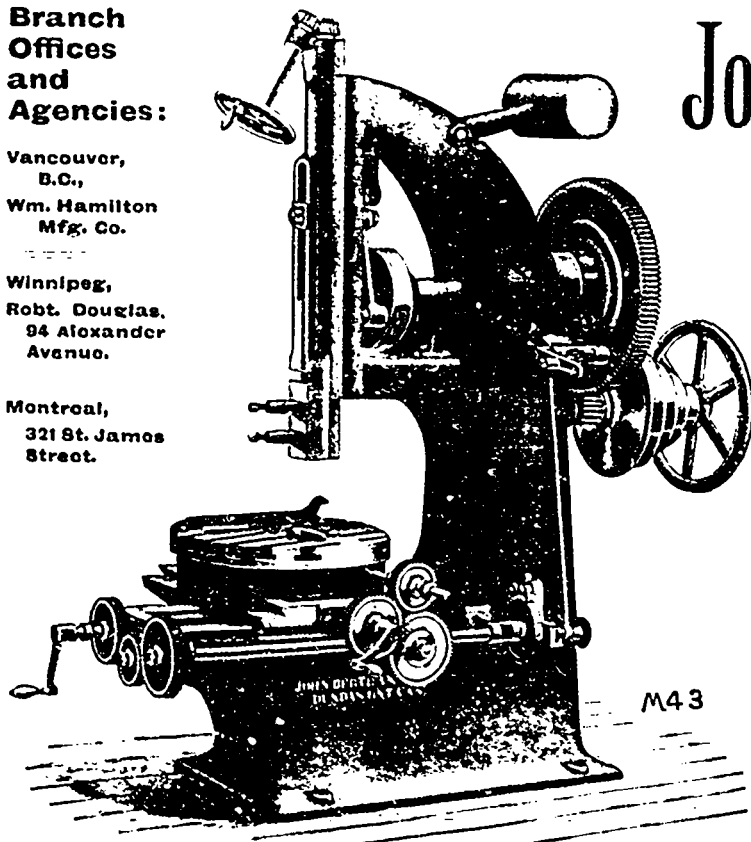
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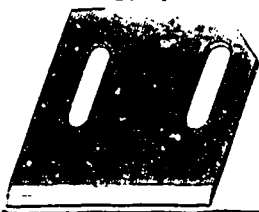
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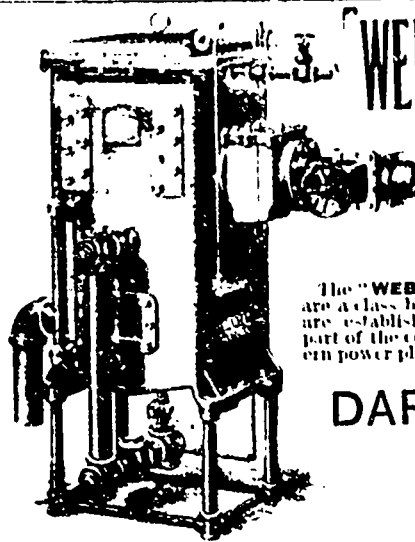
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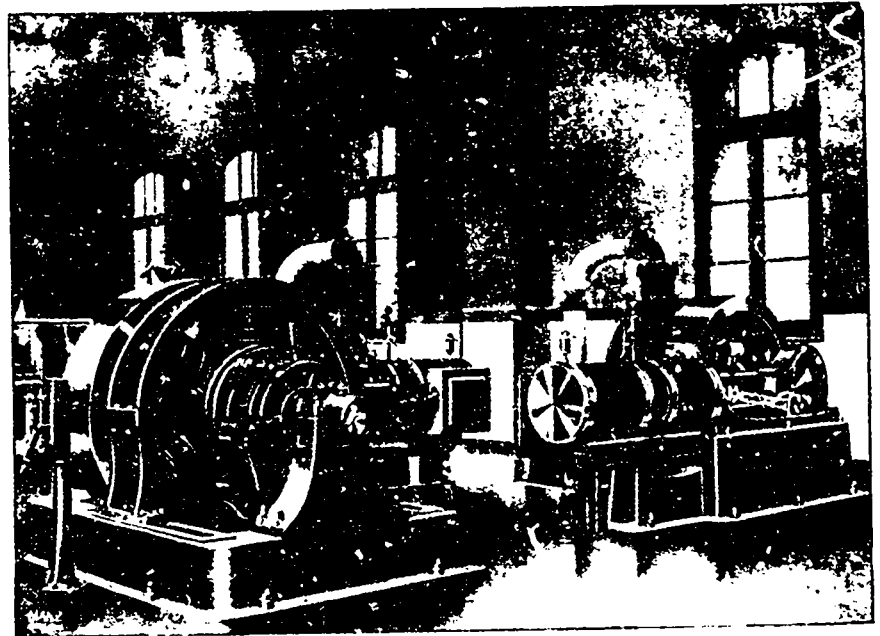
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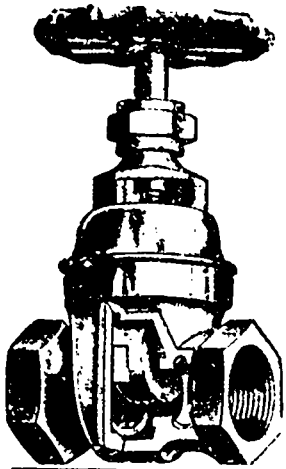
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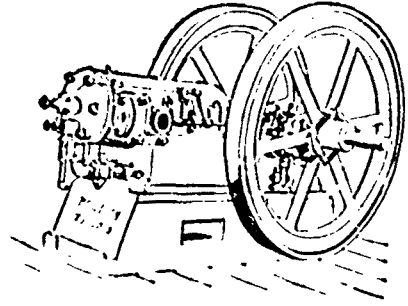
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The largest machinery builders in Canada and United States use our Babbitt Metal.

Is this not sufficient proof of its superiority over other anti-friction metals?

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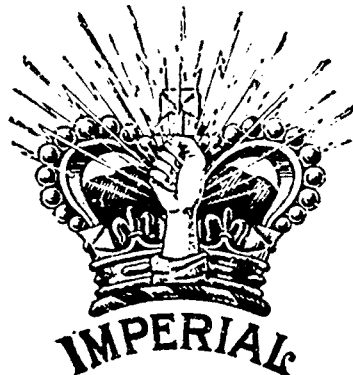
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PUBLISHED ON THE FIRST AND THIRD FRIDAYS OF EACH MONTH

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 McKinnon Building, Cor. Melinda and Jordan Sts., Toronto.

J. J. CASSIDY, - - - Editor and Manager.

PREMIER ROSS' POLICY AND THE MANUFACTURING INTEREST.

The public sentiment of Ontario has not been backward in responding appreciatively to the policy of development enunciated by Hon. G. W. Ross in his notable speech delivered at Whitby in November last. In that deliverance the Provincial Premier laid down very clearly and comprehensively the needs of the Province, both as regards the opening up of the rich unsettled districts of New Ontario, and the utilization of the resources of the older portion of the country, so as to give to all classes of producers a greater share of the returns than they have hitherto enjoyed. The manner in which the reconstructed administration has faced the situation and is grappling with its great and grave responsibilities in this work of peaceful expansion has commended itself strongly to all who realize that, great as has been the industrial advancement of the past, we have, in the language of the Premier, "scarcely touched the fringe of the great agricultural wealth which this Province possesses"; and that in the exploitation of our mining and manufacturing resources we have been yet more backward in reclaiming our heritage. It is gratifying to note that we have in Mr. Ross a leader who is fully alive to the vast opportunities for national enrichment, demanding only judicious government aid and wise legislation to enlist the enterprise, skill and labor of our people, and sufficiently clear-headed and practical to set aside the outworn formulas and narrow conceptions belonging to the past, and undertake the work of progress.

While fully impressed with the general benefit to the people at large of the forward policy, we propose to consider at present its effect more particularly upon manufacturing industry. There is not a single item of the government program as laid down in the Whitby speech which is not calculated largely to increase the demand for manufactures of various kinds, and contribute greatly to industrial prosperity. It is proposed to survey the country north of the C. P. R. up towards Hudson Bay to ascertain what districts of that yet unexplored region of 100,000,000 acres are adapted for settlement, or valuable by reason of their timber or mineral wealth, with a view to opening them up by railways and colonization roads. This enormous area is

at present unproductive, but by liberal land grants and some expenditure of money it can be made tributary to production, and the investment repaid many times over. As Mr. Ross points out, the considerable expenditures made in the past upon railways have yielded abundant returns in promoting settlement, building up towns and villages, and rendering accessible the timber, minerals and other raw materials for which no market could otherwise have been found. The construction of railways will at once create a large and continuous demand for rails, locomotives, rolling stock and all the varied accessories of railway traffic. But that will be merely the initial advantage to be reaped from the expansion of our settled territory. Whatever may be the character of the industries developed, the settlement of a large population in a new country will vastly promote manufacturing activity in all directions by giving us a larger home market. The settlers will need supplies of goods for consumption, in addition to farm implements and machinery.

The opening up of new fields for the energies of the lumberman, the miner and the dependent manufacturing industries, fostered by the wise policy of compelling the raw material to be worked up in the province in place of being shipped abroad, will give a great impetus to the production of machinery and tools. The stimulus of this just and reasonable provision has been already experienced in connection with the lumber trade. In place of building up the industries of Michigan, the erection of saw mills to manufacture the output of Ontario's forests necessarily promotes an active demand for saw-mill machinery. In the same way the establishment of pulp and paper mills has noticeably contributed to this branch of the iron industry. In addition to the mills of the Sault Ste. Marie Pulp and Paper Co., which give employment to five hundred persons, similar mills are being established at Sturgeon Falls, Spanish River and Mattawa, which, besides their machinery requirements, will contribute by the demands of their working force to build up home industries. It is taking a very narrow view of the question to consider merely the balance-sheet of any particular industry as the measure of its value to the community. In addition to what it directly contributes to production, each industry, employing a number of men, creates a market for other products and stimulates the general progress. To ensure the manufacture of our raw material at home does not simply enrich the country to the extent by which the value of the finished product exceeds that of its crude form, but gives life and prosperity to a host of allied and dependent activities which would otherwise languish. Its effects are so wide and far-reaching that it is difficult to over-estimate the beneficial result that such a course, if carried out in the spirit which pervades Mr. Ross' utterance, may finally produce. His language on this point indicates that he has fully grasped the importance of encouraging domestic manufactures as a means of retaining our population and building up the country. After speaking of the need of providing employment for the people in order to prevent their leaving the country to seek a living abroad, the Premier went on to say:—

"We want to remedy this. We want to take the lumber, copper, nickel,—all our mineral wealth and all our raw material, and see if we cannot, in some way or another, encourage the manufacturing industries in the Province of

Ontario. What has built up Sheffield, Manchester, Leeds? Was it not that the merchant marine of England traversed the whole globe and gathered cocoons from the south of France and India, and woods and dyes from various countries and brought them to England, where the skill of the English artisans made them into goods which commanded the approval of the world? We have surely intelligence enough to take our timber and make it into manufactured goods instead of sending it to the Old Country and having it manufactured there. We surely have intelligence enough to take our own raw wool and make woollen goods of it. We surely have intelligence enough to convert our wheat into flour and send the manufactured product abroad, and in the same way why not take our nickel, or copper, or iron ore, and encourage the manufacture of these into the finished article?"

This is just such an enlightened and progressive view of the crying needs of the country and the obvious practical duty of the administration as entirely coincides with the opinions which have always been voiced by THE CANADIAN MANUFACTURER, and were we to withhold our cordial approval and support of a policy entered upon in this spirit, we should be false to the principles we have at heart and the interests we represent. It has been the misfortune of Canada that too many of those entrusted with power, or possessing the means of making their influence felt upon public opinion, while professing to make the progress and prosperity of the country their first consideration, have regarded all measures put forward for the development of our material interests from the narrow standpoint of faction, and viewed such proposals solely with regard to their effect upon the chances of their party in gaining or keeping office. It is to be hoped that broader and more patriotic views may prevail in a matter so vitally affecting the interests of Canadian industry, as the forward movement now initiated by the Provincial Government of Ontario, and that measures so wisely calculated to place the Province in the position Nature destined her to occupy, as a wealthy, progressive and populous community, will commend themselves to the support of the Legislature, as they certainly must to the approval of the public-spirited and enterprising men interested in promoting home manufactures.

PARCELS POST FACILITIES.

The British Post Office Department appreciates the commercial value of a domestic and foreign parcels post system, and has recently made extensive additions to it, and this incites American Trade, which is published under the auspices of the National Association of Manufacturers of the United States, to remark that it would be an exceedingly good thing for the United States to establish a similar system which would enable that country to be in a position to enter more largely into conventions with other countries.

Our esteemed contemporary discusses the matter as follows:—

The Duke of Norfolk, Postmaster-General of Great Britain, has taken considerable interest in the extension of a foreign parcels post by giving equal advantages to the British colonies and other nations in return for extended facilities offered by them. The foreign and colonial parcels post has recently been extended by England to Russia, Formosa, the Banks and Santa Cruz Islands, the Comoro Islands, Kiaochau in China, Nigeria, Guatemala, and Bolivia. England has also recently extended the system under which the senders of parcels can take upon themselves the payment of the customs duty levied in the country of destination to their service with France and the French possessions, Sweden and the Leeward Islands.

In his last annual report, dated March 31, 1899, the Duke of Norfolk gives an account of some recent extensions with the colonies, which is a hint to the United States as to the commercial advantage of a parcels post. The Duke of Norfolk states:

An important step has been taken towards simplifying and making uniform the postage on parcels exchanged between the United Kingdom and other parts of the Empire. I took the opportunity of the meetings held by the Imperial Postal Conference to bring forward a scheme for adopting, whenever possible, a scale of—

1s. for a parcel weighing not over 3 lbs

2s. for a parcel weighing over 3 lbs., but not over 7 lbs.

3s. for a parcel weighing over 7 lbs. but not over 11 lbs.

The proposal met with wide approval, and since the beginning of the present year the scale has been brought into operation in the parcels post with the undermentioned places:

Antigua.	British East Africa.
Ascension.	British Guiana.
Bahamas.	British Honduras.
Barbados.	Beyrout.
Ceylon.	Niger Coast Protectorate.
Constantinople (by direct steamer).	Niger Territory (Nigeria).
Cyprus.	St. Helena.
Dominica.	St. Kitts.
Falkland Islands.	St. Lucia.
Gambia.	St. Vincent (West Indies).
Gibraltar.	Sarawak.
Gold Coast Colony.	Seychelles.
Grenada.	Sierra Leone.
Johore (via Singapore).	Smyrna (by direct steamer.)
Lagos (Africa).	Straits Settlements.
Malta (by direct steamer).	Tobago.
Montserrat.	Tortola.
Nevis.	Trinidad.
Newfoundland.	Zanzibar.

The simplicity in the scale and the reduction in the postage on heavy parcels which it involves, seems likely to give a great impetus to the parcel post with the colonies.

The report states that the total number of parcels sent to and received from places abroad during the year was 2,243,865—an increase of about 8 per cent. in the number in the previous year. The parcels received from abroad increased in a considerably larger ratio than those sent abroad, owing chiefly to the fact that a very large growth took place in the number received from France, Germany, and Italy. Other large increases were in the service with British East Africa, Canada, Hong Kong, India, and South Africa. On the other hand, there was a falling off in the number of parcels sent to Colombia, Spain, and the West Indies. According to the Board of Trade returns the value of the goods exported and imported by parcels post during the last two years was as follows:

	1897-98.	1898-99.	Increase.
Exported	£2,070,417	£2,200,773	£130,356
Imported	1,124,724	1,265,623	142,899
Total	£3,195,141	£3,466,396	£273,255

The total number of foreign and colonial parcels insured shows an increase of over 20 per cent., being 141,475 (59,392 despatched, and 82,083 received) as against 117,545 in the previous year.

Such parcels post facilities as England enjoys, both at home and abroad, would be of infinite value to the manufacturers, the merchants and consumers in the United States.

F. H. Clergue, Esq., president of the Sault Ste. Marie Pulp and Paper Co., writing to the editor of THE CANADIAN MANUFACTURER, says: "We think all Canadian manufacturers should support your excellent journal." Kind words can never die.

FOR THE FISCAL YEAR ENDING JUNE 30, 1899.

Canada's foreign commerce as shown in the Trade and Navigation Returns for the last fiscal year is summarised by The Globe as follows:—

Our aggregate foreign trade has increased from \$304,475,736 for the year ending with June, 1898, to \$321,661,213 for the last fiscal year, a total gain of \$17,185,477. This is not swollen by obstructive imposts forcing trade into unnatural channels, but is a natural and profitable exchange of commodities. The customs revenue yielded by this trade has increased from \$22,157,788 to \$25,734,229, a gain in a single year of \$3,576,441. The British preferential tariff has been a material advantage as well as a new sentimental tie binding the colony to the mother country. British dutiable goods entered for home consumption during the last fiscal year aggregated \$22,854,080, as compared with \$19,651,495 for the year ending with June, 1898, an increase of \$3,202,585. The total imports of dutiable goods from Britain for the past year were \$27,450,325, an increase of \$1,480,604 compared with the figures for the previous year. The revenue collected from British goods increased from \$6,649,428 in the year 1897-98 to \$7,328,192 in the last fiscal year.

Germany and Belgium originally entered into the most-favored-nations treaties, which were afterwards extended to the leading commercial nations of the world. The denunciation of these treaties caused a certain amount of retaliation against the Dominion, yet our aggregate trade with these nations has continued to expand. During the past year we imported from Germany dutiable goods to the value of \$7,382,499, an increase of \$1,618,715 over the figures for the previous year, and our exports to that country increased from \$1,837,448 to \$2,219,569, a gain of \$382,121. Our imports of dutiable goods from Belgium were \$2,311,300 during the past fiscal year, against \$1,450,197 for the year previous, a gain of \$861,133, while our exports to that country showed a slight falling off, the figures being \$973,944 for the year ending with June, 1898, and \$849,413 for the last fiscal year. This aggregate trade with Belgium, including the imports of dutiable goods and the total exports to that country, shows an increase of \$736,602. It is in trade across the international border that the greatest expansion has taken place, and although the moving spirit in trade must always be profit, its secondary results are often important in creating a feeling of friendship between nations. While trade may not follow national amity nor national emblems, these not infrequently follow trade, and the mutual benefit of a profitable commercial relationship between Canada and the United States has been quite as potent in establishing the present cordial feelings between the nations as the sympathetic unity of purpose in national expansion. Our imports from the United States entered for home consumption were \$53,281,683 for the past year, an increase of \$7,184,688 over the total for the year 1897-98. Of these imports for home consumption \$44,721,824 worth were dutiable, as compared with \$38,063,960 for the previous year. On the imports from the United States there has been an increase of \$1,772,234 in duty collected, the figures being \$11,713,858 last year and \$9,941,624 for 1897-98. In grand totals the increases have been equally marked. The total value of dutiable imports for the past year was \$98,319,633, as compared with \$84,141,104 for the year previous, an increase of \$14,208,529.

The same relative proportion is retained in the imports of dutiable goods entered for home consumption, which aggregated \$89,433,172 last year, and \$74,625,088 in 1897-98, an advance of \$14,808,084. The results go to show what can be accomplished by statesmanlike moderation in relieving a long continued pressure and in giving free play to the commercial and industrial activities of the Dominion. The British preference has been of great advantage both to the Dominion and the Mother country. It has cheapened proportionately many lines of supplies, while the increase in the volume of trade has more than compensated for the decrease in the rates

levied. In all parts of the Dominion the benefit of this reduction has been felt, while the British producers have taken full advantage of the enlarged opportunity for the expansion of their trade. The American exporters have been forced in many cases to meet the reduction while contributing the full duty, thus narrowing their own margins of profit, and in many lines the price of domestic products has been proportionately moderated. Where American competition virtually fixes prices the British producer enjoys a small measure of protection. These are the results of a measure that was heralded by its opponents as a blow at Canadian industry, and as a mere pretence of opening our markets to the British producers. It has granted material relief to the consumers of British goods, and their appreciation of the change is shown in the great increase in their purchases. The difference between freedom and restraint could not be more forcibly illustrated than in the record of our foreign commerce for the last fiscal year, and the people of the Dominion have the satisfaction of knowing that the statistical evidence is confirmed by the actual conditions of trade and industry they now enjoy.

EDITORIAL NOTES.

Mr. E. M. Trowern is no longer in the employ of the Canadian Manufacturers' Association.

Mr. Edgar Tripp, Canadian Government agent at Trinidad and Tobago, has written to the Department of Trade and Commerce expressing the satisfaction felt in the British West Indies at the prospect of an improved steamship service between Canada and those islands. It will be remembered that during the last session of Parliament Sir Richard Cartwright carried out negotiations with Messrs. Pickford & Black to this end. Mr. Tripp believes that the trade will grow, and that there is no longer a handicap in favor of the American steamship lines, which until lately gave a superior service. The agent remarks that all the split peas in barrels which are imported into the British West Indies are shipped via New York, and expresses the hope that the large trade in this commodity will be henceforth done by the Canadian line. The quality of Canadian cheese sent to the islands, Mr. Tripp says, is inferior, ruling some five cents a pound less than its American rival. Canadian butter, on the contrary, finds a ready market.

One of the finest lines of samples of Shears it has been our privilege to inspect in a number of years was shown us coming from the factory of the Bailey Cutlery Co., of Brantford, Ont. These samples are now on their way to Sydney, N.S.W. where an agency has been arranged for in charge of C. B. Thistlethwaite, of that city.

The officials of the Ontario Crown Lands Department congratulate themselves on the result of the recent sale of timber limits in this province. The figures summed up show that \$723,550 was received for 360 square miles, an average of \$2,000 per mile. As much of the land had been burnt over, and there was not by any means a good class of timber on it, this is considered a remarkable return. The only recent sale with which they say this can be rightly compared was that of 1897, when the same class of timber realized only \$1,600 per mile. Some of the berths which have just been disposed of were put up in 1897, but could not be sold.

The prices now realized were sometimes two or three times as much as the upset price put upon them by the department. The officials are satisfied that the manufacturing clause did not at all depress the prices given. Hon. Mr. Davis, the Commissioner, expressed himself as exceedingly pleased with the results. The sale, he said, was eminently satisfactory in the interests of the province, and no better value had ever been obtained at any sale than was obtained at this one.

The tariff of \$2 a thousand feet on Canadian lumber does not keep it out of the United States. During the season just closing an immense quantity of lumber has come to this country from the Dominion, a quantity so large as to fairly stagger the people who thought the tariff would be practically prohibitive. The Bay City Tribune has frequently called attention to the enormous shipments from Canada arriving at that port, but few realized the magnitude of the trade. The receipts at Bay City during the season will not be far from 140,000,000 feet from Canada alone. This lumber has paid a duty of \$27,719.07. The Saginaw customs office has collected about \$2,800, so that the total receipts from Canada will not be far from 150,000,000 feet. This quantity of lumber is largely in excess of the shipments from Bay City in a single season for several years. It is also independent of the receipts from other ports on which duty is not paid, and which will swell the total of lumber received at Bay City to over 200,000,000 feet.—Cleveland Marine Record.

The official assurance conveyed through Lord Salisbury to United States Ambassador Choate that the Government of Canada will participate in the Pan-American Exposition in 1901 was received with marked evidence of gratification at Pan-American headquarters.

The Pan-American management is exceedingly pleased at the assurance that Canada will participate. While there never has been any real doubt that the Dominion would do its full share towards making the exposition a success, still it is pleasing to all concerned that the official announcement of that fact has been made. It is felt that Canada, as the largest country on the American continent and, next to the United States, the most important, should make such provision for exploiting her resources and development as will attract great attention, and will be second only to the United States Government exhibits.—Buffalo Express.

The Pan-American management should comprehend that while the Canadian Government may make some creditable displays at the forthcoming exhibition of Canadian products, such a display would be very incomplete and disappointing to our neighbors unless supplemented with some such exhibitions of steam and electrical machinery, iron and wood-working tools, agricultural and farm machinery, etc., as are usually shown at the annual Toronto fairs. As yet, however, no invitation has been extended to Canadian manufacturers to participate. Such exhibits are not prepared in a day.

LITERARY NOTES.

John Ritchie, Jr., who tells in the January Ladies' Home Journal "Where the New Century will Really Begin," is one of the editors of the Science Observer, and a writer of wide repute on

scientific subjects. He has devoted many years of enthusiastic effort to scientific pursuits, and is one of the foremost amateur astronomers in Boston, where he resides. Besides contributing to various periodicals, he is a frequent speaker before local scientific bodies. His article on the new century shows a vast amount of research, and brings to light many things that are a revelation to the non-scientific mind.

There is no gloom in the winter season for readers of *Outing*. Its pages sparkle with the jewel-bedecked branches of the forest and the tinkling silvery ice-bells of the underbrush. Anon, you are transported to the spicy isles of enchantment in the tropics. Yet all is strictly within the scope of this magazine of sport and pastimes. You crouch with the wary hunter, with the first flurry of snow, Out for his Christmas dinner; follow the fortunes of Black Beard through the charming story of Colonial days by Sara Beaumont Kennedy; "A Message from Ocracoke," Camp in the woods, "After Deer in Eastern Maine," chase "The Rabbit on Ice in Illinois;" wander 'Round the North Shore with a Camera; sail with the deer-hunters to the Sea Islands of Georgia; rise with the tropical sun and go "Gunning for Snipe in Jamaica;" tramp Californian orchards "Among the doves with a shot-gun;" fish in the waters of the Florida coast with the veteran, Wm. C. Harris; cycle in Madeira, or go "Pleasure Yachting 'Way Down South," and it is hard to choose which is the most pleasant pastime. The illustrations alone would be a sufficient justification for the assurance that in its Holiday number *Outing* has excelled itself, and it is appropriately garbed in one of the handsomest covers ever placed on a magazine.

Scribner's Magazine for January marks the opening of two of its important serial features for 1900. J. M. Barrie's novel, "Tommy and Grizel," on which he has been at work for four years, begins in this number with the arrival of Tommy in London with his sister Elspeth, and launches him as a writer who suddenly acquires celebrity. Tommy will be followed throughout the year with absorbing interest. Each instalment will contain a full-page illustration by Bernard Partridge. Theodore Roosevelt also begins in this number his monograph on "Oliver Cromwell," which is to be a feature of the magazine for six months. The illustrations are elaborate and sumptuous. An article of great significance is Frederick Palmer's view of "White Man and Brown Man in the Philippines." Mr. Palmer is a well-known correspondent who has spent months at the scene of the war. A short article by Frederic Ireland, called "The Coming of the Snow," gives an account of a successful moose hunt in New Brunswick in winter, which terminated with a splendid chance to photograph a bull moose in the snow.

One of the most interesting and instructive visitors that has appeared in this office is the Christmas number of the *Farmers' Advocate*, published at London, Ont., by The William Weld Co. The *Advocate* appears to set the standard for agricultural journalism, and has clearly outdone itself in this magnificent number. In keeping with the general policy of the paper, its contents and make-up are thoroughly alive and comprehensive, substantial and in good taste. Not only has the best authorities and writers in Canada and other countries been drawn upon as contributors, but the matters with which they deal are particularly fitting for such a number at such a season. The topics dealt with cover a wide range and do it in a helpful way. The Hon. Sydney Fisher, Minister of Agriculture, deals with the agricultural condition and outlook in Canada. Pioneering east and west, home life on the farm, agricultural education, and a host of popular and important topics are reviewed; facts are given about many of the best farms in Canada, also matters grave and gay, adorned with a wealth of original illustrations rarely seen in a single publication. Embracing some eighty pages, bound in a richly tinted, beautifully-illustrated, becoming cover, the Christmas number of the *Farmers' Advocate* is a fitting representation of the best in Canadian agriculture.

The Methodist Magazine and Review for January begins its fifty-first volume with a noteworthy number. The initial paper of Sir John Bourinot, one of a series on the "Progress of Canada during the Queen's Reign," by that distinguished writer, strikes a philosophic and patriotic note. It is beautifully illustrated, many of the prints being very rare. "The Progress of Canadian Methodism during the Century," by the Editor, has several excellent portraits and other illustrations. Dr. Lathern, of Halifax, writes vigorously on "Cromwell and his New Statue," a cut of which is given. The new serial story, "Your Little Brother James," strikes a fine note of blended humor and pathos. A vivid sketch and portrait are given of Cecil Rhodes, the founder of Rhodesia, now impounded at Kimberley. The progress of the war is vividly presented, with map and numerous excellent half-tone cuts. Toronto: William Briggs. \$2 a year.

CANADIAN MANUFACTURERS' ASSOCIATION.

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*The Executive Committee meet on the
First Tuesday of each month.*

OFFICES

McKinnon Building,
TORONTO.
Tel. 1274.

J. J. CASSIDEY, - SECRETARY.

THE OBJECTS OF THIS ASSOCIATION ARE:

To secure by all legitimate means the aid of both Public Opinion and Governmental Policy in favor of the development of home industry and the promotion of Canadian manufacturing enterprises.
To enable those in all branches of manufacturing enterprises to act in concert, as a united body, whenever action in behalf of any particular industry, or of the whole body, is necessary.
To maintain Canada for Canadians.
Any person directly interested in any Canadian manufacturing industry is eligible for membership.

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CANADA'S COMMERCIAL AGENTS.

The following Canadian Commercial Agents (whose addresses are given) will answer correspondence relative to commercial and trade matters, and give information to those interested as to local trade requirements in the districts they represent.

- J. S. Larko,** Sydney, N.S.W., agent for Australasia.
- G. Eustace Burko,** King-ton, Jamaica, agent for Jamaica.
- Robert Bryson,** St. John, Antigua, agent for Antigua, Montserrat and Dominica.
- S. L. Horsford,** St. Kitts, agent for St. Kitts, Nevis and Virgin Islands.
- Edgar Tripp,** Port of Spain, Trinidad, agent for Trinidad and Tobago.
- C. E. Sontum,** Christiania, Norway, agent for Sweden and Denmark.
- D. M. Ronnie,** Buenos Ayres, Argentine Republic, agent for Argentine Republic and Uruguay.

In addition to their other duties, the undermentioned will answer inquiries relative to trade matters, and their services are available in furthering the interests of Canadian traders.

- J. G. Colmer,** 17 Victoria Street, London, S.W., England.
- Thomas Moffat,** 16 Church Street, Cape Town, South Africa.
- G. H. Mitchell,** 15 Water Street, Liverpool, England.
- H. M. Murray,** 40 St. Enoch Square, Glasgow, Scotland.
- Harrison Watson,** Curator Imperial Institute, London, England.

IMPORTANT.—An enquiry addressed to **J. J. Cassidey, Secretary Canadian Manufacturers Association, Toronto, Canada,** will place you in communication with the leading Canadian Manufacturers of the articles you mention. Merchants and Importers in all parts of the world are invited to make free and full use of the facilities afforded by this Association when they desire information about anything produced in Canada.
No charge whatever for answering inquiries.

ANNUAL MEETING

OF
The Canadian Manufacturers' Association.

The twenty-fifth annual meeting of the Canadian Manufacturers' Association will be held in their office in McKinnon Building, Toronto, at two o'clock in the afternoon of Tuesday, February 6, 1900.

By order of the Executive Committee.

J. J. CASSIDEY,
Secretary.

Toronto, December 12, 1899.

BRITISH CANADIAN TRADE.

The following enquiries have been received at the office of the High Commissioner of Canada in London, England.

NOTE—Those who may wish to correspond with any of these enquirers can obtain the names and addresses by applying to THE CANADIAN MANUFACTURER, Toronto. No charge for giving information. When writing refer to the numerals opposite the enquiries.

114. A Scotch firm are open to purchase blankets and flannels if satisfactory prices are quoted.

115. An enquiry comes from the Midlands for plasterers' laths (either machine or hand riven) and quotations are desired delivered C.I.F., Liverpool and Glasgow.

116. The addresses of a few Canadian houses who are in a position to ship wood pulp are asked for by an Antwerp firm.

117. A Welsh firm who import fir props for mining purposes chiefly from Norway, Sweden and the Baltic ports, enquire if Canadian shippers could supply large quantities to the Mersey and Bristol channel by steam or sailing vessel.

118. A Scotch firm of export and import commission merchants ask to be referred to Canadian firms who put up canned goods (salmon, etc.) oatmeal, hams and bacon, butter, cheese and apples. They also require names of importers of liquors as they act for several of the largest exporters from the United Kingdom.

119. A firm of produce merchants in the North of England desire to be placed in communication with one of the principal shippers of oats, peas, wheat, maize and flour.

120. Enquiry has been received from a Vienna merchant who is willing to act as the representative of important Canadian houses who desire to utilize the market that is open for raw products, hides, wool, fruits and patented articles.

121. Buyers of birch and maple dowels of the following sizes ask to be placed in communication with Canadian exporters of these goods:—3-8 inches, 15-32 inches, 1-2 inch and 5-8 inch in diameter. Length thirty-two inches and thirty-six inches. Prices should be I.C.F., London.

PRIZE OFFERED IN GERMANY FOR A SUCCESSFUL BEET-LIFTING MACHINE.

In writing to the State Department from Magdeburg Consul Diederich says:— "Among the agricultural implements needed in cultivating the sugar beet, no machine is more useful than a good beet digger. In fact, some such device has become absolutely indispensable to every one engaged in that kind of work. A number of beet digging

machines have been brought into the market, some of which are very serviceable. In order to ascertain which is the best, the 'German farming association' has opened a prize competition, offering premiums amounting to a total of 550 marks (\$130). The examination of the competing machines is to be held in the fall of the year 1900. An additional prize will be given to that machine which will raise and top the beets at the same time.

"In conjunction with the above association, the 'Association of the German sugar industry' has offered prizes amounting to 8,000 marks (\$1,904) and 10,000 marks (\$2,380). These prizes will be given to machines that are not only the best of those exhibited in the competition of the farming association, but that in addition they are to come up to certain other requirements and specifications set forth in the conditions of the prize offer. These conditions have not yet been published.

"This competition is not confined to German manufacturers. Foreigners will also be admitted, and it is expected that the results of these offers will go a great way toward solving the important question under consideration."

POSSIBILITIES OF TRADE WITH QUEENSLAND.

According to a report from Mr. J. S. Larke, Canadian Commercial Agent for Australia, received at the Department of Trade and Commerce, there is a growing market in Queensland for the creaper grades of white pine, the selling price having appreciated eight per cent., but in Canada this class of lumber has lately increased by from eighty to 100 per cent. A gentleman from Queensland is now on his way to Canada, and will interview export lumber firms of the Dominion. In the timber trade with Queensland, says Mr. Larke, the British Columbia mills suffer in comparison with those of Oregon in respect of shipping facilities. The Americans can often take orders when the Canadians, on account of lack of ships, are forced to decline them. Canadian steam cargo boats, Mr. Larke remarks, could get return freights of sugar, although it would seem here that the freight rates which would have to be paid would make it impossible for Queensland planters to compete with the West Indies. Mr. Larke points out that between them British Columbia and Queensland should be able to institute a valuable new industry, that of tanning. Queensland could send to British Columbia any quantity of the necessary hides, there to be tanned with the Pacific coast's abundant hemlock bark. At present the tick plague has rendered the Queensland hides very inferior, but the plague is expected soon to disappear. Queensland canned meat companies will soon be able to rival Chicago in price and quality of goods, and as the wheat of the colony is soft, there should be a good market for flour from Manitoba hard wheat, which would be used in mixing with the local article. Mr. Larke, whose address is Sydney, N. S. W., invites correspondents from Canadian firms desirous of pushing trade in Australia.

EXPORT TRADE.

The export question is a difficult one to handle to suit everybody concerned. Manufacturers who have built up an export trade are urged by business men who are thinking ahead to keep up their foreign connections by all means, even at the sacrifice of some profit. The present heavy domestic demand is regarded as a temporary matter, liable to severe shrinkage at any time, in which event foreign outlets will prove a good thing for the country at large as well as for the branches of trade directly affected. With many manufacturers, fortunately, foreign prices are so high or domestic prices have advanced so moderately that their foreign business continues on about the same basis as their home trade. But in some lines the difference between domestic and export prices is quite a figure, and perhaps at the same time manufacturers are much in arrears on deliveries. Here difficulties are encountered in the endeavor to keep up an export trade for the benefit of the future. If an export price becomes

known, the manufacturer making it is liable to severe criticism from his domestic customers for charging them so much more than he is willing to take on foreign business. If a rush order for export is accepted and filled while domestic consumers are standing in line at the factory door and begging for goods, they feel that they have been unfairly treated and discriminated against. In such cases domestic consumers should exercise the virtues of forbearance and unselfishness and take a more liberal view of the situation than their own interests would dictate. It is a wise policy to keep up foreign connections if at all possible, while domestic prices depend entirely on supply and demand. The demand has for some time been exceeding the supply, and therefore domestic prices have risen. But no matter where domestic prices may be from this time forth, whether at a high or a low point, the manufacturers who will persistently cultivate an export trade are to be commended and not criticized.—The Iron Age.

CANADA AND THE WEST INDIES.

Writing from Montreal to the Hon. B. Howell-Jones, Mr. Chapman, financial agent of the new Demerara Electric Company, says, according to the Demerara Argosy, that the stock and bonds have been subscribed twice over, and if the Demerarians do not want the \$50,000 which, under the agreement, is reserved for them, the new Canadian subscribers will gladly take it all. The chairman of the new company is Sir William Van Horne, and the vice-president Senator Drummond, who, as it happens, is the largest sugar refiner in the Dominion. The stockholders include a large number of prominent Canadians. Unfortunately, continues the Argosy, the present congested state of the iron trade renders it impossible to get rails and other materials for the renovation of the tramways plant; and the price of material has gone up nearly 100 per cent. over the prices of last year. Mr. Chapman is strongly of opinion that if the venture should be found successful it will result in a further introduction of Canadian capital into the West Indies.

"Canada consumed 2,000,000 bunches of Jamaican bananas and 600,000 barrels of Jamaican oranges last year," according to Mr. A. B. Vantresse, of Jamaica, who has been visiting this city. And he added, "Of these hardly any were brought in direct. Nearly all came by way of New York, and, of course, the Canadian people paid more than was necessary. If Canadians had a line of freight steamers running regularly and often, between Jamaica and, say, St. John or Halifax, fruit could be landed in Canada about two days earlier than by the present route. It would be handled fewer times, and would cost less for freight. When you consider the amount of fruit Canadians import, and the fact that it comes from Jamaica, although it is labelled Florida, you can readily understand that a great saving could be effected by having better freight connection. A Canadian freight steamer calls once a month at Jamaica, while every week ten or more United States boats call for the products of the island. For that reason Canada gets her fruit supply through United States sources, and bearing United States trade-marks. Most of the so-called Florida fruit is grown in Jamaica, taken to New York, repackaged and reshipped."

It is stated that if a fortnightly steamer could be run between Jamaica and St. John, New Brunswick, or Halifax, there would be a saving of 60 cents on every barrel of oranges.

TO CHINA BY WAY OF CANADA.

Ellison A. Smyth, president of the Pelzer Manufacturing Company, of Pelzer, S.C., in a recent issue of the Manufacturers' Record says:—

"The Pelzer Company is a large shipper of export cottons, and to-day we are shipping five carloads of sheetings and drills to China, and, as usual with our transcontinental shipments these goods are routed by the buyers by the most direct line to Canada, then by the Canadian Pacific Railroad to Vancouver, and by British Mail Steamship Line to China.

It is perhaps not altogether strange, under all the circumstances, that while there are three railroad lines in the United States across the continent, and with steamship lines from San Francisco, the Canadian Pacific Railroad and the British Mail Steamship Lines bag all this business. It is a fact, however, that from mills in South Carolina goods for China go first to Canada and thence across the continent. If our steamship lines were also subsidized between San Francisco and China this would not be the case."

THE SUGAR BEET INDUSTRY IN THE UNITED STATES.

"During the last three years," the Secretary of Agriculture says in his annual report for 1899, "extensive experimentation has been had in co-operation with most of the States of the Union to ascertain where sugar beets can be produced sufficiently sweet to justify extensive growing and manufacturing. It has been fairly well demonstrated that many States have soil and climate, fuel, water, and limestone admirably adapted for this industry. Thirty-two factories are now in operation and many more in contemplation. There is every indication that the United States will produce its own sugar within a few years. The rich valleys of the mountain and Pacific coast states find sugar-making very profitable. It is being demonstrated that the rich corn fields of the Northern States are also admirably adapted to the growth of the sugar beet. This industry will eventually be more profitable where the by-product is fed to the dairy cow and other domestic animals. The department publishes annually a report setting forth all the facts in relation to this industry and the latest developments of interest to producers."

COMMERCIAL TRAVELERS, THE RAILWAYS AND BAGGAGE.

The question of convenience, time and profit in relation to the commercial travelers and the railways, suggests a few ideas which might be considered by both interests.

The railways and their employes are, as a rule, ever ready to facilitate this part of their traffic, and it is no small part either.

The commercial travelers have rarely appreciated the trouble the railways have in the handling, checking and all the other et cetera of this immense traffic.

There are probably 10,000 commercial travelers in Canada, carrying, during the year, probably 5,000 tons of baggage, on which the railways collect no direct charges. When this is considered, together with the costs of the excess cards, prepaid certificates, tips to baggagemen, etc., it is easily seen that the balance of baggage that pays its way must also pay for that which is nominally free.

Why not make all commercial baggage pay for being carried, and formulate a price that would be known to everyone—say, 100 lbs. of baggage, 100 miles, for 10c? This sum may be too low or too high, but no doubt their mathematicians could give a price that would pay the railways.

Were this system introduced, it would save the railways the cost of excess tickets and prepaid certificates. It would save the baggagemen no end of trouble just when the train was leaving. It would end the question of a commercial traveler handing any baggage to a companion going light. The idea being still further followed out would be facilitated by books of coupon tickets, which could be issued by the railways for any mileage or weight of baggage, and interchangeable on any line of railway or boat.

So far this may read as if it was all well studied out for the railways' benefit, but an idea to be of enough value for adoption by one should be of value to both.

Were this idea adopted, the commercial travelers could have charges on their baggage all settled for before they leave for their trip. When leaving a station, the time lost in having to be there long before train time to have excess made out or prepaid certificate attended to, is well known to most every man on the road. Under this idea, commercial baggage could be checked as any ordinary traveler's trunks. On arrival at its destination it could be settled for by the commercial traveler. If he traveled fifty miles he would simply give up fifty miles in coupons. Every firm knows to a pound or two what their travelers are carrying and how long a trip they will have, so the matter could easily be calculated, and it is much satisfaction to know that baggage is all settled for. By this idea the commercial traveler has the very last moment in the town he is leaving for business, just saving enough time to pack and get to the station. Under the present system he must be there from at least a quarter of an hour before train time.

These books of coupons would have the commercial traveler's name and certificate number and his firm's name. Each coupon being numbered, belonging to a series, would easily be checked by the railways.

Should a commercial traveler send part of his baggage back to his firm before he has completed his trip, it is easy to compute the number of coupons to pay on the balance.

Should a commercial traveler not use his entire book, the balance could be used on a later trip, or used as part payment on a new book.

The amount of money saved to the railways by this method would very likely permit a reduction of the rate per mile on commercial travelers' passenger transportation, possibly bringing it to two cents a mile, and, if this were so, there would be no reason why employers of travelers should not also buy their passenger as well as the baggage transportation for their entire trip before they leave.

A COMMERCIAL TRAVELER.

Transfer Ornaments,

AMERICAN MADE.

Guaranteed Quality.

TRADE MARKS, DECORATIONS, NAME PLATES, ETC.

For HARDWARE, BICYCLES, VEHICLES, POTTERY, FURNITURE, etc.

Sketches submitted free of charge. Being home makers can deliver promptly. Write us.

THE MEYERCORD CO., Inc.,

MAIN OFFICE—

CHAMBER OF COMMERCE, - CHICAGO.

Canadian Travelling Representative,
CHAS. H. JAGGAR, Buffalo, N.Y.

Largest Makers in the World Guaranteed Decalcomania Transfers.

When writing to Advertisers kindly mention THE CANADIAN MANUFACTURER.

CAPTAINS OF INDUSTRY.

The following items of information, which are classified under the title "Captains of Industry," relate to matters that are of special interest to every advertiser on these pages, and to every concern in Canada interested in any manufacturing industry whatever, this interest extending to supply houses also.

If a new manufacturing enterprise of any kind is being started, or an electric lighting plant instituted, or an electric railroad, or a telephone, or a telegraph line is being constructed; or a saw mill, a woolen, cotton, or knitting mill; or if any industrial establishment has been destroyed by fire with a probability of its being rebuilt, our friends should understand that possibly there may be something in the event for them. Do you catch on to the idea?

The starting of any such concern means a demand for some sort of machines, machinery, or supplies, such as steam engines and boilers, shafting, pulleys, bolting, lubricants, machinery supplies, wood or iron working machinery, ventilating and drying apparatus; pumps, valves, packing, dynamos, motors, wire, arc and incandescent lamps, and an infinite variety of electrical supplies, chemicals, acids, alkalies, etc. It is well worth the while of every reader of the Canadian Manufacturer to closely inspect all items under the head of Captains of Industry.

The Ottawa & Parry Sound Railway will this season handle more than 14,000,000 bushels of grain, or 2,000,000 more than in 1898. From 100 to 120 cars of grain move eastward every day from Parry Sound to Montreal. Nearly all of this is American grain, shipped from Chicago and Duluth. The success of this new Canadian route has been amazing. The railway company has bought five new steamers which will next season double its present carrying capacity on the lakes.

One of the features of the new power plant of the Independent Electric Light & Power Co., of San Francisco, is a complete mechanical draft equipment, consisting of four fans arranged to operate upon the induced principle. These fans are arranged in pairs, each fan being ten feet in diameter, and provided with an independent 8 x 12 horizontal engine, direct connected. This apparatus is being furnished by the B. F. Sturtevant Co. of Boston, Mass.

The St. Thomas Gas and Electric Co. are increasing their lighting capacity and in doing so have decided to change their lighting system from single phase to two-phase, having ordered from the Royal Electric Co. a 150 k.w. S.K.C. two phase machine with marble switchboard and instruments.

Mr. Arthur Hill, of Bay City, Mich., when in Toronto a few days ago stated that the lumbermen of Eastern Michigan were already beginning to move over into Ontario as a result of the recent decision of Mr. Justice Street in the case against the Ontario Government. "The judgment," Mr.

Hill said, "was so clear cut and decisive that they entertain little hope of success in the appeal. The only reason why they delay the removal of their mills to Canada is that they hope for some arrangement regarding the matter before the pending treaty is concluded. Influence is being brought to bear at Washington to this end." The Michigan mills, Mr. Hill stated, would be practically idle next season, save for what little timber can be taken off the Indian reserves and the lands that do not belong to the province. The Georgian Bay mills, on the contrary, would be run at their full capacity, and new ones were building. Already several Michigan lumbermen had arranged with Canadian mills for the cutting of their logs. Playfair and Co. and Chew Bros., of Midland, were both building new mills.

The Drayton Electric Light Co., Drayton, Ont. are revamping their station equipment and have placed an order for a 30 k.w. S.K.C. two-phase machine with the Royal Electric Co., of Montreal.

The Tudhope Carriage Co., of Orillia, Ont., made a two car shipment of carriages to Sydney, N.S.W., a few days ago. This trade is growing and is a valuable addition to the lines that can be exported from Canada to almost every part of the world.

Application has been made for letters patent to incorporate the Nickel Copper Company of Ontario, Limited, with a capital of \$1,000,000, with head office in Hamilton, Ont. The objects are the mining and refining of nickel, copper, etc. Among the incorporators are:—A. T. Wood, M.P.,

John Patterson, J. H. Tilden, T. H. Mac Pherson, M.P., J. A. Kammerer, John Moodie, sr., John Milne, George E. Tuckett, H. B. Witton, and W. W. Osborne. Just what shape the business will assume has not yet been made public, but it is known that it will be the biggest sort of a boom Hamilton has ever had in a manufacturing way if it is carried out on the lines projected by Mr. Patterson.

Messrs Gilmeur & Co., of Trenton, Ont., have lately installed in their mills a 100 light D.C. generator from the Royal Electric Co.

The Cling Surface Mfg. Co., of Buffalo, N. Y., report steadily increasing demand for Cling Surface, gaining fifty-eight new customers in New Brunswick and Nova Scotia alone in the past eight weeks, among which are the Fredericton Gas Light Co., Fredericton, N. B., Gibson Cotton Mill, Marysville, N. B., Maritime Nail Co., St. John, N. B., St. John Ry. Co., St. John, N. B. City of Moncton Electric Light Co., Moncton, N. B., The Canadian Electric Co., Amherst, N. S., Intercolonial Coal Mining Co., Westville, N. S., North Sydney Electric Light Co., North Sydney, N. S., St Croix Paper Co., Hartville, N.S., Commercial Cable Co., Hazelhill, N. S., and others.

The Dominion Oil Pipe Line and Mfg. Co. will reduce its capital stock to \$500,000 and change its head office from Sarnia, Ont., to Toronto.

Fire in the drying kiln of the Shearer and Brown Lumber Co. at Montreal on December 17 did damage to the extent of about \$20,000.

A new flour mill is to be erected in the near future at Franklin, Man.

The Citizens' flour mill at Qu' Appelle, Assa., is to be remodeled at a cost of about \$5,000.

A new flour mill is to be erected at Kirkton, Ont.

The Headingly Milling Co., Headingly, Man., are seeking incorporation with a capital stock of \$20,000 to manufacture flour, etc.

The La Riviere Milling Co., La Riviere, Man., is seeking incorporation with a capital stock of \$5,000 to erect and operate a flour mill and grain elevator.

The Dodge Mfg. Co., of Toronto, have been awarded the contract for supplying the shafting and hangers for the large shops of the Dominion Iron and Steel Co. at Sydney, N. S.

INGERSOLL-SERGEANT Rock Drills

FOR MINES, TUNNELS AND QUARRIES

PISTON INLET **Air Compressors**

STRAIGHT LINE
DUPLIX and
COMPOUND.

FOR ALL DUTIES.

... COMPLETE MINE EQUIPMENT ...

JAMES COOPER MANUF'G CO., Limited, - 299 St. James St., Montreal.

Other Offices - - - ROSSLAND, B.O. RAT PORTAGE, ONT. HALIFAX, N.S.

When writing to Advertisers kindly mention THE CANADIAN MANUFACTURER.

These Belts Do Not Slip,

BECAUSE THEY ARE FULL OF

CLING-SURFACE.

COMPARE THE TWO SIDES OF THESE BELTS: ABSOLUTELY NO INITIAL TENSION ON EITHER SIDE. THE STRAIN BELOW IS A WORKING TENSION ONLY, WHICH IS WHOLLY RELIEVED IN THE SLACK, ALLOWING THE BELT TO RECOVER ITSELF AND RETAIN ITS ELASTICITY.

CONSEQUENTLY NO SLIPPING IS POSSIBLE.

POWER AND THE LIFE OF THE BELT ARE INCREASED. ATTENTION IS DECREASED TO A MINIMUM.

THESE ARE ONLY THREE OF OVER 200,000 SUCH BELTS FULL OF **CLING-SURFACE**.

CLING-SURFACE IS NOT A STICKY BELT DRESSING.

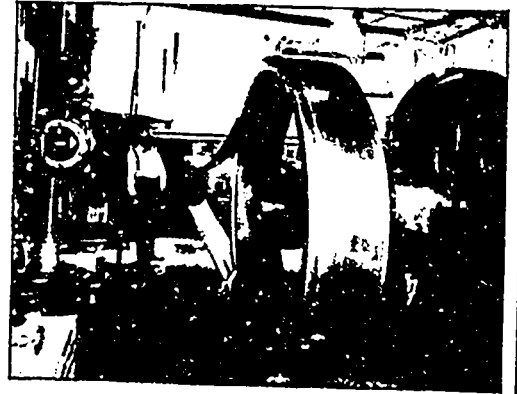
WE WILL BE GLAD TO TELL YOU MORE ABOUT IT.

CLING-SURFACE MANUFACTURING CO.

120-126 VIRGINIA STREET,
BUFFALO, N.Y.

NEW ENGLAND AND E. CANADA BRANCH
170 SUMMER STREET, BOSTON.

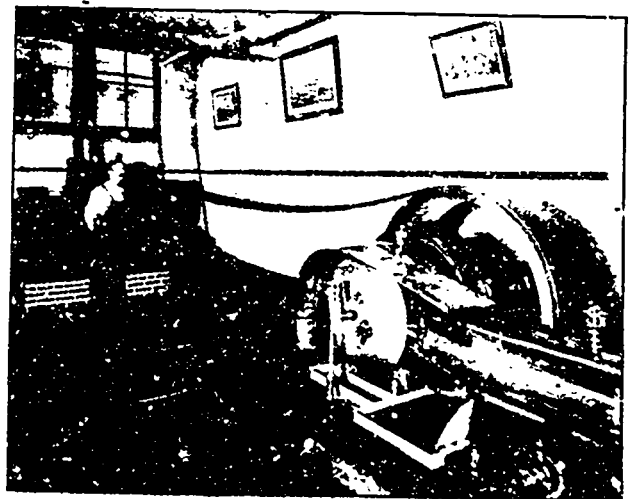
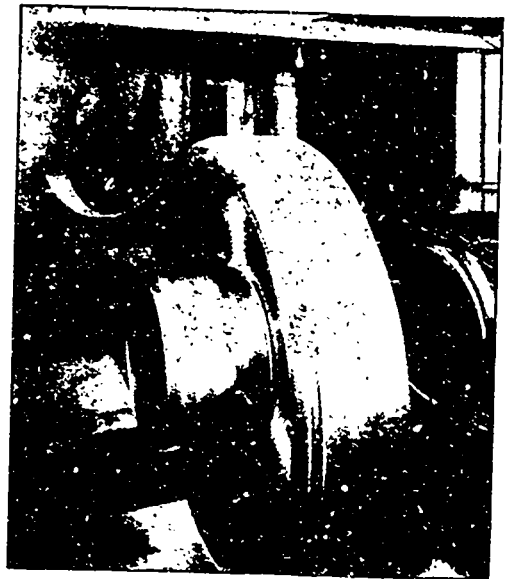
CHICAGO BRANCH, 225 DEARBORN ST.



BROWN, DURRELL & CO.
C. F. CHASE, Mgr. for N.E. & E. CAN.
CLING SURFACE Mfg. Co.

SIR—Having tried Cling-Surface on my 12' dynamo belt (16 feet between centres) I have been able to carry full load with 22" sag on belt with no perceptible slip. It surpasses my expectations, and I can recommend it to do all that is claimed for it, if directions are followed.

Yours respectfully,
E. B. PRESCOTT, Engineer.



A second edition of the lecture by Walter B. Snow on "The Influence of Mechanical Draft upon the Ultimate Efficiency of Steam Boilers," has just been issued by the B. F. Sturtevant Co. of Boston, Mass., by whom copies will be sent upon application.

The steam boiler in the factory of the Crescent Milling Co. at London, Ont., exploded December 21st completely wrecking the boiler house and doing considerable other damage, but there was no loss of human life. Caused by a defective patch.

Messrs. Foster & Co. of Utica, N.Y., one of the largest concerns manufacturing brass and iron bedsteads, etc., in the United States, will establish a branch of their works in Toronto. They have secured the large buildings on the Esplanade recently occupied by the Toronto Carpet Manufacturing Co., which will be fully equipped with new and best approved machinery. Another testimony to the wisdom of tariff protection to our manufacturing industries.

The new addition to the works of the B. F. Sturtevant Co., Boston, Mass., which was designed to meet the requirements of its rapidly growing electrical department, is already overcrowded, although completed only a few months ago. Numerous special orders for electric fans and generating sets for the Navy Department are being filled, and the construction of a complete line of enclosed motors of new design is now under way.

The Department of Public Works, Ottawa, has awarded to Messrs. Honey & Smith of Ottawa, a contract to construct a \$30,000 wharf at North Bay, Antigonish county, N. S.

The Magic Grater Co. is being incorporated in British Columbia, with a capital

stock of \$15,000 and head office at Kamloops, to manufacture the Magic vegetable grater.

Messrs. T. McAirt & Co., St. John, N. B., will establish a branch of their hardware manufacturing business at Sydney, N.S.

The town of Tottenham, Ont., has voted a bonus of \$15,000 to Mr. Steele, of Montreal, for the erection of a furniture factory in which not less than fifty hands will be employed.

The outlook for next season's supply of binder twine is somewhat uncertain. Stocks of raw material at the different factories throughout the Dominion, excepting the Central Prison, are almost exhausted. The great bulk of the hemp comes from Manila. Should the present blockade in the Philippines continue during next summer the supply from other sources will probably not be sufficient to meet the demand. Since the blockade commenced the price has risen rapidly. If it be removed soon the price will likely take a sudden drop, there being, it is said, an immense amount of hemp in the Philippines ready for shipment. The present supply is imported from Great Britain.

J. M. Deagle of Cataract, Ont., has placed his order for a complete electric light plant for the town of Erin, Ont with the Royal Electric Co. The order includes a 30 k.w. alternator and 300 light capacity in transformers.

A telegram from Watertown, N. Y., states that Col. J. T. Outterson and associates have recently purchased a tract of 160,000 acres of spruce lands in Bonaventure County, Que., upon which they will erect extensive pulp mills. The property fringes the shores of Challeurs Bay and

Restigoucho Harbor, in the Gulf of St. Lawrence, 200 miles east of Quebec. Numbers of large streams flow through this vast tract, down which the logs will be floated to the bay and harbor. On the shores of the bay there will be erected a sulphite mill with a capacity of ninety tons of fibre every twenty four hours. This fibre will be turned out especially for the European trade, particularly for that in England, ships being loaded at tidewater direct for Europe. The papers having been already signed the work of erecting the mill will commence without delay. It is probable that the company will be called the Bay Challeurs Sulphite Fibre Company.

The Dodge Mfg. Co., of Toronto, have fitted up the new works of the Office Specialty Mfg. Co., at Newmarket, Ont., supplying the entire outfit of shafting, hangers, pulleys, mule shafts, friction clutches, belting, etc., including all mill-wrighting, laying out of the power transmission machinery, etc.

The Kingsville Electric Light Co., Kingsville, Ont., are increasing the capacity of their incandescent plant by the addition of a 75 k.w. alternator the order for which has been placed with the Royal Electric Co.

Mr. H. Corby, Belleville, Ont., has placed an order with the Royal Electric Co for a 100 light direct current generator.

The B. F. Sturtevant Co., of Boston, Mass., reports an increase of nearly forty per cent. in the volume of its business for 1899 over that of the previous year. The shipments, both foreign and domestic, included fan blowers for all purposes, heating, ventilating, drying and mechanical draft apparatus, engines, electrical apparatus, etc. During the past year an addition covering 20,000 square feet has been made for the

W. A. FLEMING & CO.

MILL SUPPLIES

CAMEL BRAND BELTING

HOSE of all kinds

DRIVING ROPE

BELTING of all kinds



57 St. Francois-Xavier St., Montreal.

The Stratford Mill Building Co.,

STRATFORD, - - - - - ONTARIO.

STEEL BOILERS—all Sizes,

THE BROWN AUTOMATIC ENGINE,

FLOUR MILL MACHINERY, CORN MILL MACHINERY,

GRAIN CHOPPERS OF ALL KINDS.

Manufacturers
of....

We keep a Full Stock of Chain, Leather and Cotton Belting, Sprockets,
Pulleys and Iron Work of all kinds.

We have one of the Most Complete Boiler Plants in Canada.

Write for
Prices.

When writing to Advertisers kindly mention THE CANADIAN MANUFACTURER.

use of the electrical department, which has shown the most rapid growth, the output having more than doubled during the year, and covering principally electric fans and special generating sets. The sale of mechanical draft apparatus has been practically quadrupled, while the output of engines has increased one third over that of the preceding year, and has included many new designs.

A strong syndicate, mostly of Toronto men, has been organized to provide Muskoka and Northern Ontario with largely increased hotel accommodation. The Grand Trunk Railway Company and the Muskoka Navigation Company are co-operating with the syndicate and preliminary work is already begun. The men composing the syndicate are: J. J. Foy, Q.C., M.P.P., Ald. John Hallam, George P. Magann, Alexander Nelson of the Rossin House, all of Toronto; D. W. McDonald of Sutton West, Ont., and Major William Clark of London, England. The company will be known as the Ontario Summer Hotels Company, Limited, with an authorized capital of \$1,000,000, to be incorporated under the

Ontario Companies Act. Only first-class hotels will be erected, the very best sites have been chosen and plans have been prepared by A. R. Denison, architect for the company, for three hotels, which, it is expected, will be ready for occupation next summer. Frederick Smily, who publishes the Canadian Summer Resort Guide, has been chosen secretary for the company.

The Post-Office Department has sent out a circular calling the attention of postmasters to the fact that under the parcel post regulations no parcel can be forwarded to Great Britain, or any country with which closed parcels are exchanged unless duly accompanied by a Customs declaration giving the name of the sender and the contents, value and weight of the parcel. This regulation applies only to parcels forwarded under parcel post regulations; it has no application to packages of fourth-class matter (general merchandise) open to inspection, circulating in Canada, or addressed to the United States. The object of the department in calling attention to this matter is to prevent the disappointment which arises when par-

cells, especially Christmas parcels, are detained for want of compliance with the formality mentioned.

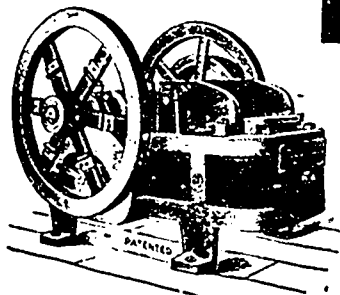
An increase of twenty two per cent. in the exports of British produce to Canada during the last financial year, as compared with 1897, is by no means an unsatisfactory position, and one doubtless largely the result of the preferential tariff which came into full operation in August, 1898. To make this point conclusive, however, it would be necessary to have statistics for the same period of the imports of similar classes of goods from the United States, Germany, France and other countries not on a preferential basis. There seems now to be a lull in the preferential tariff movement throughout the Empire, the Imperial authorities having evidently come to the conclusion that in view of the wide ramifications of British trade with foreign countries, the movement is one which must come from the colonies themselves. It is one thing to accept such a tariff from a Colony, and quite another to ask or agitate for it from this side.—British Trade Journal

THE CUMMER DRYERS.

FOR **Mechanically Drying Everything**

THE F. D. CUMMER & SON CO.,
HUNDREDS IN OPERATION. CLEVELAND, OHIO.

ONLY **FINE CRUSHER**
FOR QUARTZ and ORES.



ROLL JAW CRUSHER.

DOES WORK OF CRUSHER AND ROLLS COMBINED.

STURTEVANT MILL CO.

Send for Circular.

BOSTON, MASS.

Shafting—Hangers—Pulleys

FRICION CLUTCH PULLEYS AND COUPLINGS

Rope Transmission of Power.

HANDSOME ILLUSTRATED CATALOGUE ON APPLICATION.

DODGE MANUFACTURING CO. OF TORONTO, Limited, - - TORONTO.

When writing to Advertisers kindly mention THE CANADIAN MANUFACTURER.

The Granby Consolidated Milling and Smelting Co., Grand Forks, B.C., have installed a 50 light direct current generator of the Royal Electric Company's manufacture.

In an interview recently published in The Globe, the President of the Massey-Harris Company gave some interesting testimony regarding the prosperous condition of the business under his control. This evidence is especially suggestive, as the company's success depends primarily on agricultural prosperity. To accommodate the increasing business of the company a new paint shop has been erected, having four stories and a basement 185 by 55 feet. In addition to this new structure the foundry completed last year is being extended by an addition 112 by 95 feet. The company is also installing a new air-compressor plant, made entirely in Canada, and costing about \$6,000. This will be used for power as well as for heating blasts. During the last two years the company has so enlarged its plant in Toronto and Brantford that its output

can be increased by fully fifty per cent., and the additions have been made at a cost of over \$300,000. Like many other of our big manufacturing concerns, the Massey-Harris Company is doing a large and increasing export business.

The National Cycle and Automobile Co.'s manufactory has been secured for Hamilton, Ont., the negotiations having been successfully conducted by Mayor Teetzel, Assessment Commissioner Hall, Messrs. John Patterson and J. J. Scott. By the terms of the bargain, the company is to commence manufacturing here in temporary quarters at once, and to have a new factory in operation before September 1, next year, giving employment to 400 hands at least nine months in the year, or a total of 90,000 days' employment. Temporary quarters have been secured in the Wanzer building, and a factory will be built in the northeast end of the city on a site adjoining the Grand Trunk Railway track. The financial arrangements involve the provision of a fund sufficient to erect a factory that will cost \$25,-

000; this the company agrees to rent for ten years, at \$600 a year, and at the end of that time to purchase for \$20,000. The negotiators guaranteed this fund, and have been engaged since in securing subscriptions toward it. They have obtained the \$20,000 which will be repaid at the end of ten years, and will earn three per cent. interest in the meantime, and have secured a large portion of the \$5,000 which will be practically a gift to the company from the subscribers. In the case, the Cataract Power Company's offer of cheap power was a potent factor in securing the industry - Hamilton Spectator.

H. M. Whitney, of Boston, and Alfred J. Moxham, the general manager of the projected iron works at Sydney, C. B., are said to be making arrangements for locating a steel shipbuilding plant at North Sydney. Negotiations with the General Mining Association, looking to the purchase of association mines at North Sydney are reported to be in progress. The price mentioned is \$1,500,000.

BELTING
ENGINE
GOAK

Leather Belting,
 Lancashire Hair,
 English
 Card Clothing,

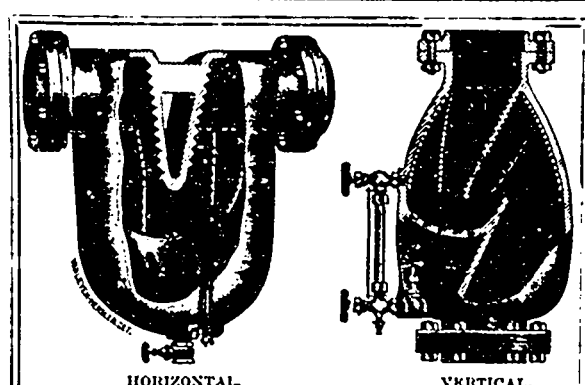
D. K. McLAREN
 Head Office and Factory—
 MONTREAL

WESTERN TRADE—TORONTO STOCK DEPOT,
 'Phone 374 38 BAY STREET.

ADVERTISE IN.....

THE CANADIAN MANUFACTURER.

SEND FOR RATES.



HORIZONTAL. **VERTICAL.**

IT ISN'T
 A Mere Question of Economy in Fuel

Though we claim to save good money you are now burning up—but the infinitely better service you get with every pound of steam from which the moisture has been eliminated by an

AUSTIN SEPARATOR.

There's many a business man who struggles along with a \$5.00 a week office boy when he might employ a good man with much better effect.

So with steam plants. It's the up-to-date equipment that produces most for the least money and the initial cost don't count.

We ship to responsible parties anywhere in the United States on thirty days trial and pay freight both ways if our guarantee of satisfactory service is not substantiated. The buyer is both Judge and Jury.

AUSTIN SEPARATOR CO.
 38-40 Woodbridge St. DETROIT, MICH., U.S.A.



B. GREENING WIRE CO. (LIMITED)
 WIRE MANUFACTURERS
 & METAL PERFORATORS
HAMILTON & MONTREAL.

Wire Screens for Every Class of Material.

Perforated Metal of Steel, Copper, Brass, Zinc for all purposes.

Special Attention given to Miners' Requirements.

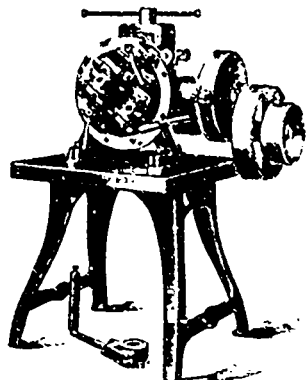
When writing to Advertisers kindly mention THE CANADIAN MANUFACTURER.

The Hotel Brant Company has been incorporated with a capital stock of \$50,000 to build and operate summer resorts in different parts of Canada. Head office at Burlington, Ont. Provisional directors, A. B. Coleman, J. H. Coleman, John Patterson, James Dixon and J. A. Kammerer.

The Toronto Rubber Shoe Co., Port Dalhousie, Ont., are installing in their new factory a 150 k.w. S.K.C. two phase generator with switchboard and one 30 h.p. and one 7 h.p. S.K.C. two phase induction motors. The entire factory will be lighted and operated by electricity.

The Dodge Mfg. Co., of Toronto, have supplied the entire outfits of shafting, hangers and pulleys for the St. Charles Condensing Company's new plant at Ingersoll, Ont., also for the new plant of Toronto Rubber Shoe Co. at Port Dalhousie, Ont.

THE BEST PIPE THREADING and CUTTING-OFF MACHINES



No. 00 Machine, Power Attachment.

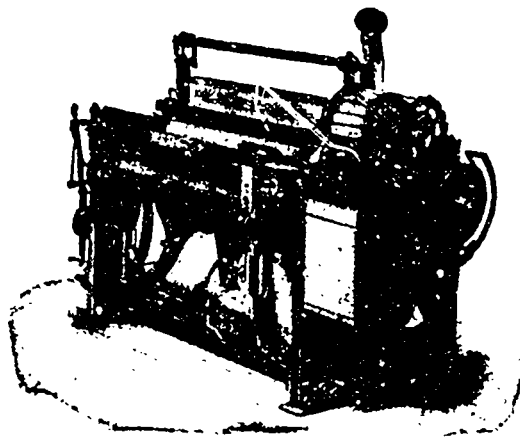
ARE MADE BY THE ARMSTRONG MFG. CO. BRIDGEPORT, CONN.

Also Manufacturers of a FULL LINE of **ADJUSTABLE STOCKS and DIES** And **WATER, GAS and STEAM FITTERS' TOOLS.**

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Factory: **BRIDGEPORT, CONN.**

New York Office: **139 CENTRE STREET.**



THE NORTHROP LOOM.

There is only one Profitable Plan—**Buy Northrop Loom**

With them the Future is Assured. They are no Experiment.

Thousands have been running in the United States, and a large number are now in Canada. Sales steadily on the increase.

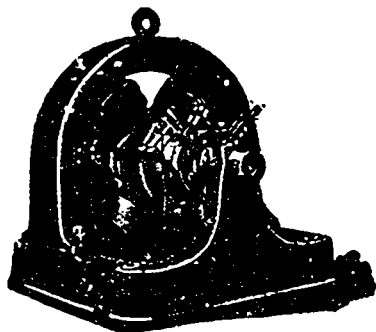
“The Mills that refuse their opportunities will find their future utility serving as picturesque ruins in the landscape.”

We also Manufacture the Best Warper at present Known—also Spoolers,

Write for particulars and quotations. Address—

The NORTHROP LOOM CO. OF CANADA, Ltd. VALLEYFIELD, P.Q.

Toronto and Hamilton ELECTRIC CO.



Motors and Dynamos

COMMUTATORS REFILLED.

99-103 McNab St. N., Hamilton 'Phone 958.

Engine Paeking,

Magnesia Pipe Covering

Lubricating Oils

and Grease.

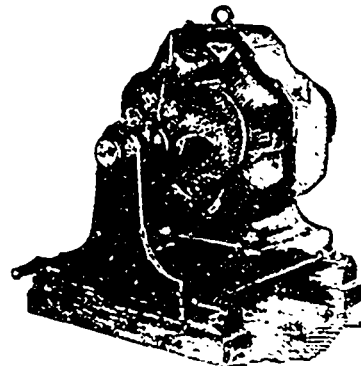


The

William C. Wilson Co. Limited

24 FRONT STREET EAST TORONTO, ONT.

Electrical Construction Co. of London, Limited.



MULTIPOLAR MOTORS & DYNAMOS

And Direct Connected Plants for Isolated Lighting. Repair Work a Specialty.

HEAD OFFICE AND FACTORY
No. 90 YORK STREET, London, Canada.
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LARGE SALES OF ELECTRIC MOTORS.

The McLachlan Electric and Gasoline Motor Co., Toronto, manufacturers of electric motors and dynamos, gasoline engines for launches and horseless carriages complete, inform us that some of their recent sales include the following:

Duncan & McLennan, Campbellton, N.B., two 50 light dynamos and one 3 h.p. gasoline engine, Hill & Rutherford, Victoria Glass Works, Toronto, one 15 and one 8 h.p. motor, Roden Bros., Toronto, three 12 h.p. motors, Imperial Woolen Mills Co., Streetsville, Ont., 200 light, installation complete; Leitch & Turnbull, Hamilton, Ont., five 6 h.p. motors; Purdy, Mansell & Co., Toronto, two 6 h.p. motors, Douglas Ford, Toronto, one 8 h.p. motor, White Allan Mfg. Co., Toronto, two 3 1/2 h.p. motors, T. Eaton & Co., Toronto, one 5 h.p. motor; E. B. Corlett, Toronto, one 2 h.p. motor; J. B. Kleinert Rubber Co., Toronto, one 3 h.p. motor; McKenzie, Snyder & Co., Toronto, one 12 h.p. motor; Temple Building, Toronto, one 6 h.p. motor; Thomp-

son Bros., Toronto, one 4 h.p. motor; A. E. Long, Toronto, one 2 h.p. motor; A. R. Williams & Co., Toronto, one 10 h.p. motor; O'Leary & Robillard, Ottawa, Ont., one 8 and one 15 h.p. motor, W. R. Robertson, Brantford, Ont., one 1 h.p. motor, Continental Costume Co., Toronto, one 6 h.p. motor, Capp & Co., Toronto, one 3 h.p. motor, H. W. Petrie, Toronto, one 2 and one 8 h.p. motor; Walter Dean, Toronto, one 6 h.p. motor, Gold Medal Mfg. Co., Toronto, one 25 light dynamo full installation, Matthew Bros., Toronto, one 30 light dynamo full installation, Wm. Meek, Kingston, Ont., one 2 h.p. motor, John Henry & Sons, Ottawa, Ont., one 8 h.p. motor; Murray Printing Co., Toronto, one 12 h.p. motor; H. W. Petrie, Toronto, one 60 light dynamo and one 8 h.p. motor, Tarbox Bros., Toronto, one 3 h.p. motor, Mrs. Fieroe, Toronto, one 1/2 h.p. motor, Meteorological Office, Toronto, one 1 1/2 h.p. motor; Dancyger Safety Pin Ticket Co., Toronto, one 3 h.p. motor; G. T. Pondrith & Co., Toronto, one 2 h.p. motor; Meyer & Shapro, Toronto, one 2 h.p. motor; Jas. Goldie, Guelph, Ont., one 5 h.p. motor.

CORPORATION ORGANIZATION UNDER THE DELAWARE LAW.

The attention of our readers is called to the advertisement of the Delaware Office, Realty & Trust Company, of Wilmington, Delaware, elsewhere in this issue

This company is, we are informed, composed of representative business men of the State of Delaware, and is prepared to transact the business of securing charters under the Delaware law with dispatch. Parties interested in organizing companies and obtaining charters of incorporation therefore would do well to put themselves in communication with this company.

An examination of the Delaware Corporation Law will demonstrate the fact, that it is especially liberal to corporate interests, much more so, perhaps, than the law of any other state, while the cost of securing a charter, and the annual Franchise Tax is much less than in any other state.

Some of the special features of the Delaware law are as follows:

The corporation has perpetual existence; The charter cannot be repealed; directors and stockholders meeting may be held out of the State; the books of the corporation may be kept out of the State; consolidation of corporations may be effected, stocks may be issued for services rendered, the corporation may conduct business in any part of the world; the corporation may have as many objects as desired, the amount of the capital stock, the value of the real and personal estate, the amount of liabilities which corporations may incur, and the number and par value of the shares are unlimited by the law

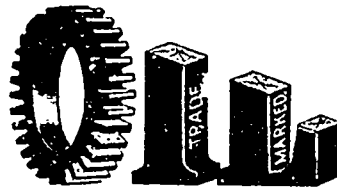
No part of the capital stock need be paid in previous to application.

The company publishes a "resume" of the most important provisions of the Delaware law, also a copy of the act, which may be had upon request. It also furnishes to parties desiring to incorporate, a specially prepared certificate of incorporation drawn in exact accordance with the law, also a pamphlet of directions for preparing the same correctly, and in such a manner as to secure all of the advantages offered by the law. They will upon request take pleasure in giving any special information desired.

"Capitol" Cylinder

"RENOVN" ENGINE

"ATLANTIC" RED



RELIABLE WELL-KNOWN BRANDS.

ALL ORDERS PROMPTLY FILLED

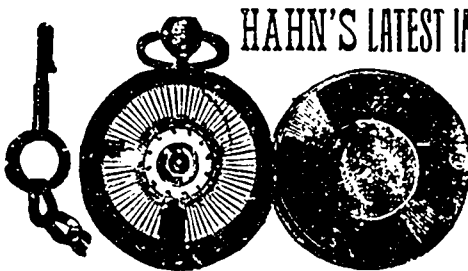
THE...

QUEEN CITY OIL CO.

LIMITED

SAMUEL ROGERS, President.

TORONTO, CANADA.



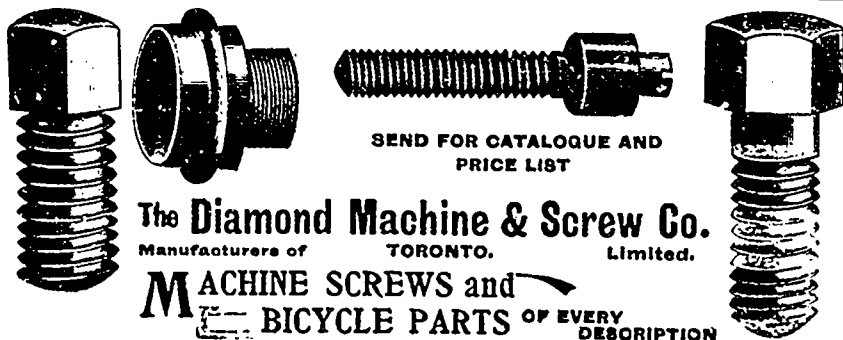
HAHN'S LATEST IMPROVED WATCHMAN'S TIME DETECTOR

This Clock is adapted for six or twelve stations, and the keys are all different, ranging from 1 to 6, and 1 to 12, instead of as in the old style Time Detectors, which mark either by holes or an impression on the dial, being the same for all stations.

For Circulars, prices and further information address

A. NANZ & CO., Room No. 45, Graham Building, 127 Duane St. NEW YORK

This Clock received the First Prize at World's Fair.



SEND FOR CATALOGUE AND PRICE LIST

The Diamond Machine & Screw Co.
Manufacturers of TORONTO, Limited.

MACHINE SCREWS and BICYCLE PARTS OF EVERY DESCRIPTION

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WILL STAND ANY TEST.

Patent sustained by United States Patent Offices.

AGENTS WANTED IN CANADA.

Write for Samples and Particulars.

F. M. LOCKE, VICTOR, N.Y.

NEW DYE STUFFS.

Wool Blue R. extra.—This new brand possesses all the advantageous properties of the older N extra brand, and only differs in its somewhat redder shade and its lower price. Wool Blue R extra levels well, and is recommended as being specially suited for the dyeing of half-woolen goods. In its good solubility, easy level dyeing properties, and good fastness to light and alkalis, it closely approaches the fast acid violets.

Victoria Navy Blue.—This is a new acid wool dyestuff which is especially adapted for the production of cheap navy blues. Dyed with sulphuric acid it levels well and gives very blues of good fastness to rubbing. It is equally adapted for the dyeing of yarn or piece goods.

Fram Blue G—This new wool dyestuff is not only distinguished by its very bright shade, but it is offered in a very concentrated form at a low price. Dyed as a self shade, or with an addition of Naphthalmo

Acid Black 4 B, navy blues can be produced. Dyed in one bath, in combination with Logwood, full dark blues are obtained. Its fastness to light and milling satisfies medium requirements, but it is considerably improved by dyeing on a chrome mordant, or by after-chroming. Fram Blue G is therefore suited for the dyeing of shoddy which has been stripped with chrome.

Chloramine Violet R.—Chloramine Violet R is not so fast to light as Chloramine Yellow M, Chloramine Orange, or Chlor-

John R. Barber, President.

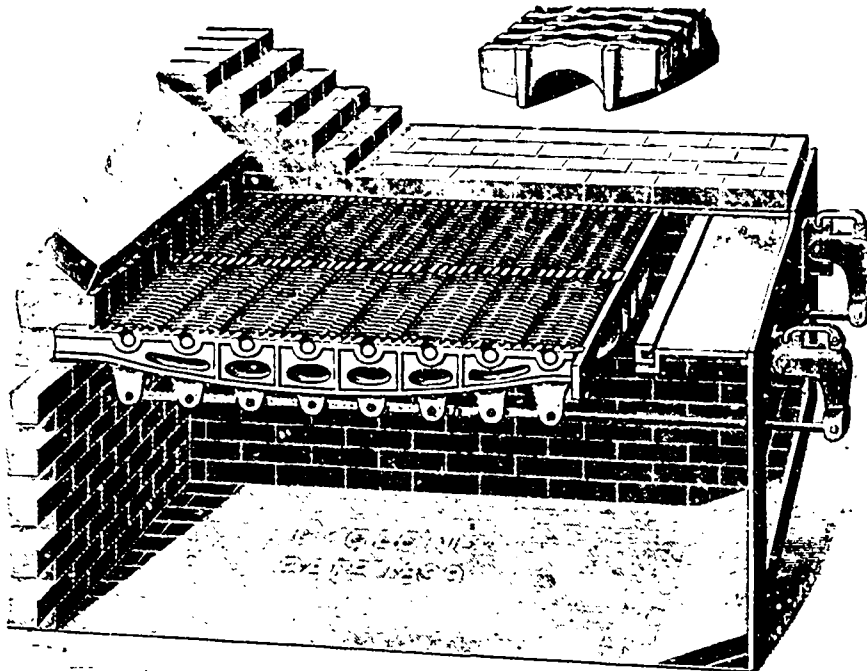
Geo. E. Charles, Sec.-Treas.

Henry Truesdell, Bus. Mgr.

THE CYCLONE GRATE BAR

Economy of Fuel and Increased Boiler Efficiency Guaranteed.

Cut shows construction of the Grate. No alteration of Plant necessary.



**SIMPLICITY,
DURABILITY,
ECONOMY.**

Burns the Cheapest Fuel with the Best Results

A Boy Can Operate It.

SEND FOR DESCRIPTIVE CIRCULARS AND TESTIMONIALS.

Office...

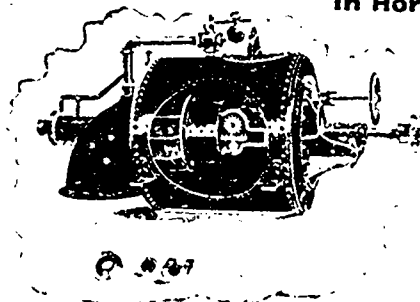
Manufactured by...

Cyclone Grate Bar Co. Limited,

10 KING ST. WEST
TORONTO, CAN.

THE Crocker Patent Turbine

In Horizontal Setting, with Quarter Turn Elbow.



Where the nature of the location will permit its use this type has many advantages. It is very suitable for direct connection to dynamos, and many are in operation in this class of service.

Notice how complete and compact this arrangement is, and how easily it may be installed. Can you use anything of this kind? Your inquiries will receive prompt attention.

WATER POWERS examined and Reports made. Estimates submitted for Complete Equipments.

The JENCKES MACHINE CO.,
42 Lansdowne St., Sherbrooke, Que.

mine Brown. It is, however, as fast as Benzol Violet R, which closely resembles in shade, fastness to alkalis, acids, perspiration and ironing. Apart from the dyeing of cotton, it should also prove of service for the dyeing of half-silk. In cotton printing Chloramine Violet R is well adapted for padding purposes, and the color is discharged fairly well with zinc or tin.

Alizarine Red P. S. Powder.—Alizarine Red P. S. Powder is adapted for the dyeing of wool, and is fixed on the fibre in exactly the same manner as the older W., and S. B., qualities dyeing either in one or two baths on an alumina or chrome mordant. The main difference between this new mark and the older W brand is that its shade is more yellowish and is possessed of greater fastness to milling. This property will prove of particular value to those requiring a red product, fast to milling, for dyeing of loose wool, slubbing, yarns and shoddy. There are a sufficient number of yellows, browns, blues and blacks already at the dyer's disposal for this class of work, but hitherto no fast red color to shade same with.

Diamond Brown 3 R.—Diamond Brown

3 R is dyed with acetic acid and the bath exhausted with sulphuric acid and after chromed in the usual manner. It produces a violet brown tone which hitherto was only obtainable by shading Anthracene Brown with Alizarine Red. Its fastness to light and mulling is very good, and is equal to the ordinary shade produced with Anthracene Brown when dyed according to the two bath method, and has the further advantage of being considerably cheaper. Diamond Brown 3 R can be dyed according to the above mentioned process on loose wool yarn and piece goods, the cotton edges being slightly tinged.

Trona Red G. G., 3 B and 7 B.—The Trona Reds besides being fast to organic and cold diluted mineral acids were possessed of great clearness of shade, especially when dyed on mercerized yarn. Trona Red 3 B is in this respect far superior to Benzol Purpurine 4 B. Trona Red 7 B closely approaches the shade of Turkey Red. In fastness to light and washing these products are on a par with the average fastness of artificial dyestuffs. The Trona Reds are, above all, adapted for the dyeing of cotton yarns used in the

weaving of bed ticks. They are further suited for the dyeing of loose cotton and piece goods. The Trona Reds can be discharged well with zinc and fairly well with tin crystals.

THE MONTREAL ELEVATOR SCHEME.

Mr. W. J. Connors, the head of the syndicate who are to build grain elevators in Montreal, while in Chicago a few days ago stated to the Tribune to the following effect:—

Mr. Connors has been in consultation here with some of the largest grain shippers of Chicago regarding an all-water route for grain to the seaboard. Montreal is to be the seaboard terminal of the route, and a Chicago architect is now working on plans for the erection of three elevators at Montreal, with an aggregate capacity of 9,000,000 bushels. With the elevators there is to be a fleet of new steamers, each 240 feet in length, forty-three feet beam and drawing fourteen feet of water through the canals. Through the open water months they will be engaged for the greater part in carrying

ESTABLISHED 1821.

Telegrams:—"WILSONS, CORNHOLME"—A.B.C. Code Used.

WILSON BROS. BOBBIN CO.

(LIMITED)

CORNHOLME MILLS, TODMORDEN, ENGLAND.

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FORTY PRIZE MEDALS AWARDED.

HIGH-CLASS WORKMANSHIP. SEVENTY YEARS' REPUTATION.

LARGEST BOBBIN MAKERS IN THE WORLD—(Over 1,400 Workmen).

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RICE LEWIS & SON, LIMITED

HARDWARE and METAL

Bar Iron, Steel,
Boiler Plate Tubes.

**MACHINIST TOOLS,
PIPE FITTINGS.**

A COMPLETE STOCK OF
STOCKS and DIES. PIPE VICES.

STILLSON & TRIMO
WRENCHES.

STEAM PIPE.

Cor. King and Victoria, TORONTO

FAIRBANKS VALVES

The Globe Valve

Has enough metal to stand the strain of expansion and contraction; has the best and simplest renewable disc made; stuffing boxes all packed with "VULCABESTON."

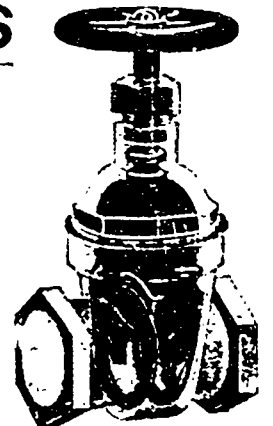
ADAPTED FOR HAND

The Gate Valve

Has two renewable seat rings VULCABESTON or BRONZE as desired, Renewable Wedge; Double seated. Made in all sizes in Brass or Iron.



A. D. GLOBE.



A. S. GATE.

THE FAIRBANKS COMPANY, 749 Craig St., Montreal.

When writing to Advertisers kindly mention THE CANADIAN MANUFACTURER.

grain from the various lake ports to Montreal, but in winter they will be employed both in coast trade and in carrying grain to Liverpool. Mr. Conners expressed the opinion that the project would be in operation by July 1st, 1900. He said,—"Naturally, I feel much gratified at the conclusion of my labors. I can say I have the support of all the large grain interests of Chicago and Duluth. The representative men have expressed confidence in the practicability of the scheme, and a syndicate with which I am connected have begun preparations for establishing a carrying trade all over the water route between the great lakes and Montreal. The Montreal route will afford an all-water way to the sea, which can compete with railways because of its cheapness. Montreal is 300 miles nearer Liverpool than New York, a decided advantage. Besides three elevators at Montreal we expect to build an elevator of 1,500,000 bushels capacity at Port Colborne, and through grain going to Montreal will be broken there.

During the season just ended only a little more than 21,000,000 bushels of the vast amount of grain which came to Buffalo from the west by lake and rail was shipped east by the Erie Canal. The great bulk went by rail. It will be the seaports that will suffer from the new route, New York, Newport News, Boston, Baltimore, Portland, Galveston and every port through which grain passes for export. It will simply be a contest between rail and water, and I am confident water will win."

CORUNDUM IN ONTARIO.

A dispatch from Ottawa a few days ago stated that B. A. C. Craig and Joseph N. Shenstone, secretary of the Massey-Harris Company, were in that city on their way to visit the vast fields of corundum in North Hastings of which they have the control.

This much-talked-of deposit in Hastings and South Renfrew is the only extensive formation at present known in the world.

In North Carolina and Georgia it is of secondary or derived origin and occurs in narrow, pockety veins, whereas in Ontario it is found in huge eruptive dykes, one of which is over half a mile in width. Mr. Craig and his associates have had engineers in the field for the last two years, carefully selecting what they considered valuable. The largest known deposit has been bought from the Ontario Government by private parties and the syndicate in which Mr. Craig is interested only obtained possession after a hard-fought lawsuit with some of the parties claiming to be part owners of it.

As to the question so frequently asked since the discovery of the famous Ontario deposit "What is corundum?" the simplest answer can be, an inferior corundum is a superior emery. Corundum is the hardest substance in the world, if the diamond is excepted. Until the Ontario deposits were discovered it had always been found in the form of emery, that is, intimately mixed with iron. It is the corundum in the emery

FOR SALE. PATENT RIGHT FOR CANADA.



THE RUGGLES FLUE CLEANER.

**MOST
PERFECT CLEANER**

OF BOILER FLUES KNOWN.

Manufactured and sold with

**Great Success
IN THE UNITED STATES.**

For Particulars Write to

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224 GRAND AVE.,

MILWAUKEE, WIS., U.S.A.

SADLER & HAWORTH

Manufacturers of

OAK-TANNED LEATHER BELTING

MONTREAL AND TORONTO.

Orders addressed to our Toronto or Montreal Factory will have prompt care
Goods will be forwarded same day that order is received.

that does the cutting. The iron simply rubs and heats without cutting. It is on account of the iron in emery that the latter cannot be used to grind tempered steel, as the friction is such as to destroy the temper. Unlike emery, corundum is a cold cutter, each grain makes a clean cut and once wheels of pure corundum are produced at a reasonable price they supersede entirely the slow-cutting grindstones which are now used for sharpening all steel tools.

The Ontario Government, after making practical tests of the treatment and separation of this corundum ore, estimates that it can be produced at a cost of from \$13 to \$14 per ton. Its present price varies from \$140 to \$200 a ton, according to purity, and the Ontario corundum readily gives what would be considered the maximum percentage of purity.

Edmunston, N. B., is to have a new roller flour mill.

AN IMPORTANT BELLEVILLE INDUSTRY.

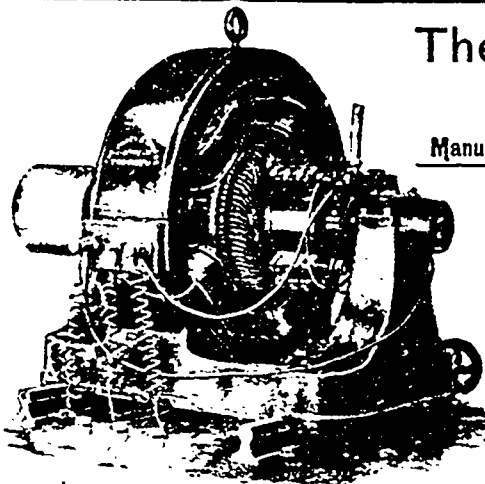
With the completion of the works of the Abbott-Mitchell Iron and Steel Company the city of Belleville, Ont., will see a marked increase of prosperity, and a very material addition to the industrial interest of the city. The new works are favorably situated on the shores of the bay, and are composed of an immense structure, 321 feet in length and 150 feet wide, for use of the rolling mill proper. This building is fitted with a full equipment of heavy machinery and furnaces, with ample power for the driving of the mills, shears, etc. The whole of this mill is in practically complete working order, and will be put in operation within a few days. Directly opposite the main building is a substantially constructed brick building, 266 feet in length and fifty-three feet wide, where the manufacture of nails and spikes will be carried on. A portion of this build-

ing is used for machine shop, engine-room, and electric dynamos for furnishing light for the whole plant. The machines for the making of nails and spikes are of the latest modern designs, and will produce all the various sizes from four-penny shingle to the eighteen-inch spikes; there are also a number of machines for the making of wire nails. It is the intention of the company to add other branches of work to their plant, such as the making of horseshoes and horseshoe nails, for which additional buildings will be erected during the winter. A first-class office building is detached, and is arranged for the accommodation of the large staff. A large track scale is placed in front of the building, with the capacity of eighty tons.

A branch of the Grand Junction railroad runs into the yards, and supplies the different buildings. A roadway and dock will also be constructed, giving splendid water facilities. The officers of the company are: - Mr. F. A. Mitchell, president and managing director; Mr. W. Abbott, vice-president and secretary; and Mr. Henry Pringle, treasurer.

The company will manufacture iron and steel horseshoes, cut and wire nails, railway spikes, etc. The estimated output of the concern will be from 12,000 to 15,000 tons per annum, and the works, when in full operation, will employ from 150 to 175 men.

The Pope Mfg. Co., of Hartford, Conn., has sent us one of their handy and useful Columbia Desk Calendars designed to furnish the user with a convenient memorandum pad arranged according to the days of the year, and incidentally, to supply valuable guidance to all seeking for information on the subject of quality in bicycles, for which we return our thanks.



The Jones & Moore Electric Co.,

Manufacturers and Contractors

All Work Fully Guaranteed

ELECTRIC LIGHT and POWER PLANTS a Specialty

A Few Second-Hand A 1 Machines For Sale Cheap

20 and 22 ADELAIDE STREET WEST TORONTO

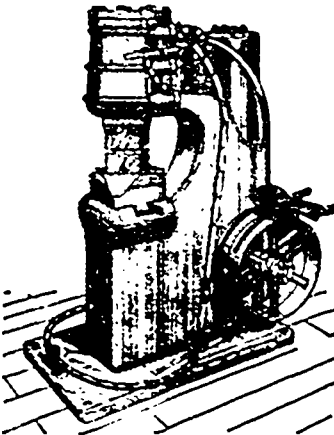
The Yeakley Vacuum Hammer.

Canadian Patent November 9, 1897.

Is now Manufactured and for Sale by the undersigned Sole Proprietors of the Canadian Patent:

George Brush

EAGLE FOUNDRY, MONTREAL



T. H. & A. H. DRYDEN

Manufacturers of and Dealers in

FLOUR, SPIGE AND

OATMEAL MACHINERY

Grain Elevators Portable Mills
Shafting, Hangers All Sizes
Pulleys, Sprockets and Chains Gears Cogged

MACHINES MADE TO ORDER

All kinds of Repairing Promptly Attended to

Warehouse Elevator Works Electric or Steam.
TORONTO

"IDEAL" ACETYLENE GAS BURNERS

\$2.40 per dozen, \$20.00 per gross.

FOUR LIGHT CLUSTER—\$2.00 each. Larger sizes on application.

"IDEAL" Carbide Sub-Merging Acetylene Gas Machines,

15 to 2,000 Lights. WRITE FOR PRICES.

"IDEAL" BURNERS and MACHINES are the BEST in AMERICA.

Manufactured by **J. WALLACE & SON,**
GET THE "IDEAL," HAMILTON, ONT.

Dominion Oil Cloth Co.

Manufacturers of....

OIL-CLOTHS of Every Description

Floor Oil-Cloth, Table Oil-Cloth,
Carriage Oil-Cloth,
Enamelled Oil-Cloth,
Stair Oil-Cloth, etc.

Office and Works
Cor. St. Catharino and Parthenon Sts.,
MONTREAL, Que.

NEW COACHES ON THE GRAND TRUNK RAILWAY.

The Grand Trunk have added another lot of five handsomely built first-class coaches to their already up-to-date equipment. Already during the past year some fifty of these modern cars have been built and placed in service, taking the place of some of the older coaches, and these new cars have been greatly admired by all who see them. Everything that science, experience and skilled labor can do has been brought into requisition to make these new creations perfect in every detail, and great credit is reflected on the Grand Trunk shops at Point St. Charles, where the present lot of cars were turned out. In completeness of detail, artistic workmanship, appointments and finish they are said to surpass anything of their kind yet built in America, and in fact, it would be hard to equal them in the world.

The new cars form part of what is known as the 800 series, and are of the wide vestibule order, sixty-eight feet long, with four-

wheeled trucks, making the riding of the cars easy, and with the least possible jolting effect. The cars are equipped with Westinghouse quick action triple brakes and air signals. A special feature of the cars is the peculiar construction of the platform, which is built of steel, and an adjustable covering is arranged over the steps, making the whole platform a vestibule. By this means dust is excluded, and perfect safety to passengers on the platform is assured. The vestibule is also lighted with a powerful light, which, though unusual, is a most convenient appointment.

The total weight of these coaches is 72,100 pounds each, and they have each a seating capacity for seventy-two passengers. There are twenty windows on each side of the cars, finished on the outside and inside in Gothic architecture in oak, and mahogany combination. The interiors are finished in quartered oak, and are extremely handsome. The seats are Grand Trunk standard reversible pattern, upholstered in crimson plush. The other trimmings are of exquisite designs in bronze. A large and comfortable

smoking room with a seating capacity for eight passengers is provided where the lovers of the fragrant weed can enjoy their smoke with luxurious ease and comfort. The saloons are fitted with the latest devices to make them as near perfection as possible. The aisles of the cars are carpeted with Brussels, and linoleum covers the floor in the smoking compartment. The closets are self-flushing, and separate lavatories are provided for the ladies. The cars are heated by steam, and the ventilating arrangements are ample and satisfactory. The tout ensemble of these handsome coaches is one of elegance, and everything about them wears an air of ease and comfort.

CANDY IN TORONTO.

Candy was invented according to some authorities as long ago as gunpowder, and some hold it to be as destructive of health and happiness as the explosive mentioned, a contention that could scarcely be considered popular or seasonable at this time. The Chinese invented gunpowder 4,000 years

PLANING MILL MACHINERY...

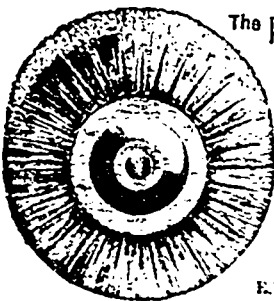
SAWS, MOULDERS, MATCHER, BOILER, ENGINE, PLANERS, JOINTER, SHAPERS. Apply

WILKES & HENDERSON,
BRANTFORD.

FRICTION PULLEY BOARD If you are not yet using it, send for sample.

The Dominion Leather Board Co.,
MONTREAL, QUE.

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The PRESTON BRUSH

FACTORY

Manufacturers of ALL KINDS OF BRUSHES

ORDERED MACHINE BRUSHES

Mail Orders Promptly Filled.

E. B. Salsbery, Prop.
PRESTON, ONT.

CHARLES F. CLARK, President.

JARED CHITTENDEN, Treasurer.

ESTABLISHED 1849.

BRADSTREET'S

Capital and Surplus, \$1,500,000.

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CANADIAN RAND DRILL COMPANY, Montreal

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ago, and they also may have invented candy about the same time. John Chinaman has a wholesome taste for confectionery, a fact which will be readily granted by Chinese Sunday School teachers here who every year receive presents from their scholars of boxes of expensive sweetmeats. Therefore, while the statement about the invention of candy may be true, the other should be taken cum grano salis, for it is probably the invention of some dyspeptic individual who had not a sweet tooth left or one who was sans teeth altogether.

But all this has little enough to do with the demand for candy on the approach of

the Christmas holiday season. The demand for candy was never as great as it is this season. Candy factory people are at their wits' end to meet the requirements of the trade. The supply is simply not in sight of the demand. The two big candy factories in Toronto are each turning out eight to ten tons of candy a day, and have their staffs working a day and half every day, a statement, however absurd it may appear, as true, from a labor standpoint, as anything that was ever written. The abnormal demand is not due to the development of any unusual capacity on the part of young Canada. The idea of children the world over as to the proper allowance of candy is limited only to the squaw's estimate of the proper allowance of whiskey for an able-bodied native: A little too much is just enough. 'Twas ever thus as any one can testify who is fortunate enough to have children to sit up with the night after Christmas. The extraordinary demand for candy this year, with which the Canadian factories have so much difficulty in keeping pace, is due rather to the fact that the parental purse is longer than in past years. We are passing through years of plenty. That means a more liberal supply of candy for the youngsters.

There are two classes of candy manufactured, if we exclude candy of a medicinal sort, much of which is imported. One is the high-class confectionery which sells at fifty cents to \$1 per pound, made mostly for the trade of large centres, being soft or otherwise unfit for shipping. The other comprises the bulk of the product of the factories, and is adapted for the trade of the whole country at large as well as small centres, and sells at a very low price com-

pared with ten years ago—fully fifty per cent. less.

The candy of to-day is essentially pure and wholesome. Sugar is as cheap as adulterants and it would not be profitable for the manufacturers to substitute any other ingredient. Formerly gum-arabic was the viscous ingredient used in the manufacture of candy, now glucose is the chief substance of that nature employed. The low price of sugar and the cheapness of glucose have largely contributed to the reduced cost of sweets. It may be added that candy manufacturers never found skilled candymakers as difficult to get as at present, and that is limiting the production.

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28 VICTORIA St., Toronto, ONT.

WHAT CHEAP POWER MEANS.

The City Council cannot too speedily realize that the progress of Toronto is seriously checked by the disadvantageous position in regard to the supply of power this city holds as compared with other cities of the Dominion. The new factory of the National Cycle Company, which it was believed would be located here, has been captured by Hamilton, chiefly because the latter city has water-produced electric power to sell and can afford to sell it very much more cheaply than steam-produced power can be sold in Toronto.

Not only is Hamilton in a better position than Toronto in this respect, but so in Ottawa, with the Chaudiere power; Montreal, with its great Lachine development, and Quebec, with the power of Montmorency. Something should be done at once to place Toronto in as favorable a position as its commercial rivals in this important respect.

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Montreal—A. TREVETHICK, - Box 1123.

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If the Electric Light Company now operating in this city fails to take advantage of the development now going on at Niagara or to secure some other waterpower from which electricity can be transmitted to Toronto, it will become a question as to whether the city should not seek some other means to supply what is quite evidently a great want. Here we have a case where a small fraction in the cost of power definitely settles the location of a factory which, it is stated, will employ hundreds of mechanics. Were Toronto able to offer power as cheaply as any of its competitors, in addition to the splendid shipping facilities already enjoyed, the city would unquestionably become the chief manufacturing centre of Canada. Hamilton is to be congratulated in this instance on the early adoption of a progressive policy and the carrying out of that policy with a resolute purpose.—Toronto Globe.

SALMON CANNING IN BRITISH COLUMBIA.

A correspondent of the Toronto Mail and Empire, in the course of an interesting article on the salmon canning industry, says:—

It is sometimes said that a visit to a cannery will cure the visitor of his taste for salmon. But this does injustice to the business. The work is done in a clean and rapid manner, and there is nothing about it to discredit the canned article. Chinamen do most of the canning, and machinery does the rest. When the boat laden with its catch of salmon reaches the river-side door of the cannery, the fish are speedily cast into the building at the feet of a long row of Chinamen working at a bench. With marvellous dexterity each Chinaman reaches for a salmon, beheads it, removes the fins and the interior and passes what is left to an Asiatic on the other side of the table. This gentleman washes the fish thoroughly, and transfers it to his neighbor, who operates a revolving knife of many blades, each equally distant from the other. Pressed towards the knife, the salmon is cut into slices, each the size of a can. The slices are washed

again and deposited in a can standing on a moving table. The moment the can has received its slice, off it goes along the table to a little machine, which seizes upon it and lets down into it a punch to prepare the top for the reception of the cover. Then it proceeds along its journey in procession with its neighbors, until it reaches another machine, which places the cover on top of it. Emerging duly covered, the trip is resumed, but on the way the can turns automatically on to its side, and commences to roll. As it rolls it tips slightly, and the cover end moves through a little stream of solder, and the canning is done. The salmon is afterwards submitted to a great heat. In other words it is cooked, and after that the label is applied, and the can is ready for the market. It is a swift operation, and quite unobjectionable, except, of course, to the fish.

It is estimated that this year 490,000 cases of salmon were put up. But this has not been a first class year. The sock eyes are eccentric in their habits. Some seasons they

come in myriads. Then it is that you can almost walk upon them in the river. The next season there are but few. In the ensuing season there are more, and the next season again is the big one. The season of 1899 was the in-between period. It was not large and it was not small. In 1897 the catch was large, and 379,000 cases were put up; in 1898 it was small—merely 200,000 cases. This time it was medium. But the 490,000 cases at \$4.50 means \$2,250,000. They required no less than 5,800,000 salmon to fill them. The average price paid for salmon is twenty cents apiece. Therefore the fishermen received \$1,176,000. The number of cans prepared this year was in round figures 24,000,000. It is a huge business, but it has the entire world for a market. Everything in connection with the canning is done in New Westminster. There is an automatic can making factory here that can turn out 200,000 salmon cans in a day. It ought to be added that cold storage is also applied to salmon. The fish are artificially frozen and

DAYLIGHT DISCOUNTED.

ACETYLENE GAS

Does it when made by the

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220 MACHINES IN OPERATION AND NO ACCIDENTS SPEAKS VOLUMES.

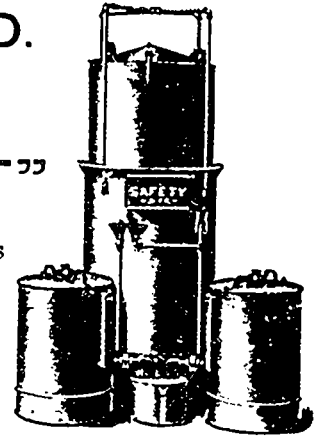
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The London Machine Tool Co., LONDON, ONT.

Toronto Office, 42 York Street. {PHONE 293} MANUFACTURERS OF GENERAL MACHINERY...

Having recently sold our patterns and plant to the A. R. Williams Co., of Toronto, retaining only such machines as are useful in our business, we beg to say that we are rapidly putting in New Machinery, from new and improved designs, and are now in a position to receive orders for all Standard Tools for Metal Working in all branches. It will be our aim, by personal supervision of the product of works, with expert men of large experience at the head of each department, to turn out nothing but first-class work at moderate prices. And as we intend to deal directly with the manufacturers, they will be enabled to get their machinery at first cost.

As we shall not be able to personally visit each manufacturer, it is for this purpose that we publish this advertisement. This is our agent who is going about to solicit a share of your patronage. We are thankful for the patronage extended to us in the past, and hope that we may secure an extension of the favors for the future.

All correspondence relating to the following Tools will be promptly answered, viz:

- LATHES—Engino, Gap, Broak, Turrot, Fox, Spinning, Etc.
- PLANERS—Standard, Crank, Plato, Etc.
- DRILLS—Standard, Sensitive, Multiple, Radial, Etc.
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- BULL-DOZERS for all purposes.
- PUNCHES AND SHEARS for Plate, Angles, Channels, Gauges, Etc.

And we would call special attention to our PRESSES for Cutting, Stamping, Drawing, Wiring, Riveting, Etc. We shall also esteem it a pleasure to give quotations on Special and General Machinery in our line.

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COMMERCIAL DEPARTMENT

H. HAACKE & CO.,

11 Southampton Row,

LONDON, W.C., ENG.

are encased in a covering of ice. In this state they pass to the purchaser, who has fresh salmon whenever he needs it. There is just one thing needed in connection with this great industry, and that is more extensive work by the Government salmon hatcheries. Millions and millions of young fish ought to be deposited every year in the upper waters of the Fraser. The Fraser River hatchery does much good work. It sends out some 9,000,000 of young salmon annually. But with the enormous catch that is made, and with the possibilities of the business, it will pay the country well to do far more than this. In fact, the life of the industry depends upon cultivation.

The Grenfell Milling Co., Grenfell, Assa. have recently erected a large grain elevator at Summerbory, Assa.

TORONTO HARBOR IMPROVEMENTS.

Important dock extensions, the need of which has been long realized, will be completed at Toronto harbor before navigation opens next year. The season just closed has been a most successful one, and ship-builders all over the province and across the line are working overtime in order to supply the demand for vessels. Marine men say the season of 1900 will be unusually active. The new city wharf at the foot of Bay street is now well under way, while contracts for a new dock, an extension to the east of Milloy's, will be let within a few days. These two docks will provide accommodation for a third more business than was done at this port last season. The new dock mentioned will be built by W & R. Freeland, and will run south from the west side

of Scott street parallel with Milloy's wharf, where the boats of the Niagara Navigation Company now land. This will give considerable additional wharfage space on Scott street. The dock will be 325 feet long.

The new city dock commences at the west side of Bay street and extends 450 feet into the bay. It is nearly square and will be the widest dock in the harbor. Although the new city wharf is longer than the new Free land wharf will be, the latter extends nearly twice as far into the bay as the former, being 920 feet from the Esplanade. This is accounted for, however, by the fact that the city property jets out considerably to the south from Yonge street westward and that the Free land dock is to be built out from the Scott street side of Milloy's wharf, which in itself is nearly 400 feet long.

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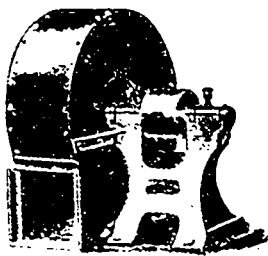
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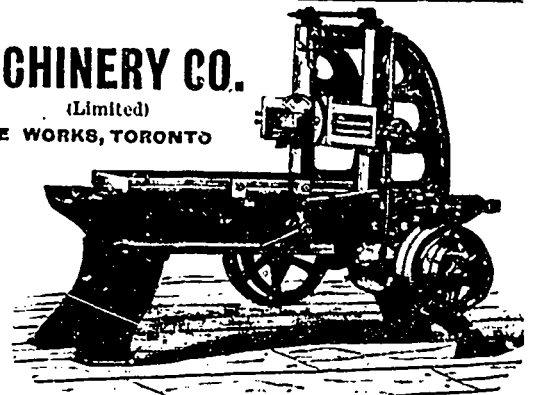
THE McLAUGHLIN CARRIAGE COMPANY.

At a public meeting held in Oshawa, Ont., a few days ago for the double purpose of expressing sympathy with the McLaughlin Carriage Company in the loss by fire which destroyed their factory and for taking such steps as might be advisable to secure their re-erection in that town, a committee of citizens was appointed to take joint action with the Town Council in carrying out the wishes of the meeting. After several consultations with the company since then, who have received many tempting offers to move to other places, conclusions were reached at another meeting between the committee and the company, the effect of which will likely terminate in a loan to the company, of \$50,000 without interest, repayable in twenty years. The committee reported their conclusions to the Town Council, and at a special meeting of that body, held later a by-law was introduced and read a first time for that purpose. The vote thereon will be taken on January 13, and the probabilities are that it will carry by a large majority. That being effected the company intend purchasing six acres of land adjoining their old premises, and erecting thereon buildings having a frontage of 800 feet and 50 feet wide, and three storeys high, fitted up with all the conveniences, advantages and machinery that modern skill can supply. By the month of June it is expected the new premises will be in full blast, giving employment to five hundred or more men and turning out carriages as expeditiously as ever.

THE ...
A. R. WILLIAMS MACHINERY CO.

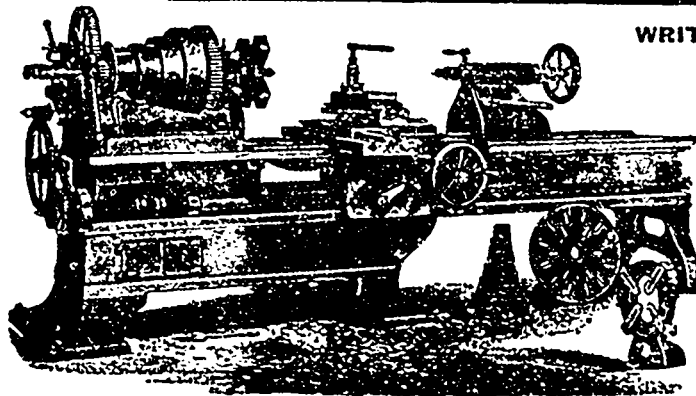
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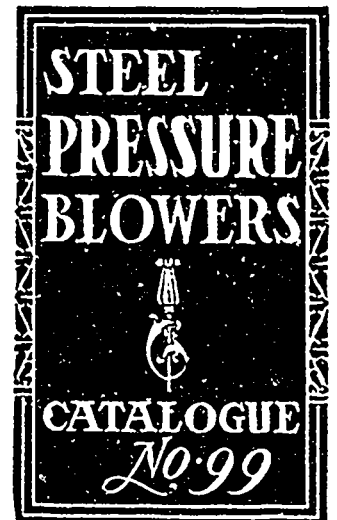
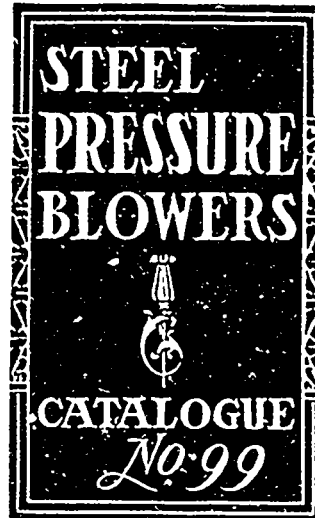
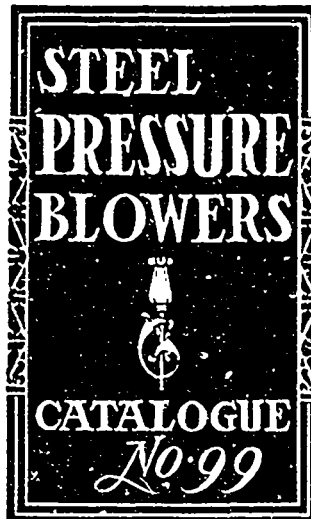
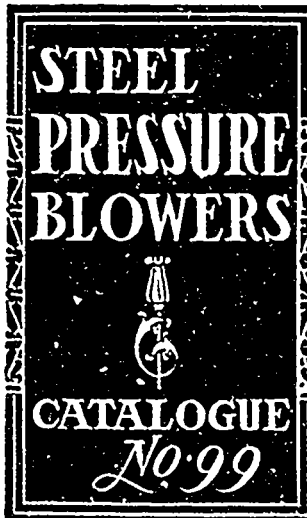
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BRISTOL'S ROUND RECORDING PRESSURE GAUGE.

The illustrations Figs. 1, and 2, show exterior and interior views of a new round recording pressure gauge that is being placed on the market by The Bristol Company of Waterbury, Conn.

This new form has been designed to meet a demand for a recording gauge at a lower price than their standard gauges which have, during the ten years they have been in use, acquired a high reputation for accuracy and durability.

A special feature of the round form is that the dial is located slightly eccentrically to the main body of the case, thus allowing sufficient space on lower side of the dial for pen arm to pass out between dial and the case.

Figure 1 shows exterior of the gauge complete and ready for application. Figure 2 shows the interior construction of the instrument and the extreme simplicity upon which its accuracy and durability depend to a large degree. The pen arm is directly attached to the free end of a tube of flattened cross section which is bent into a helical form.

The tendency of pressure applied is to straighten or uncoil the helical tube which causes the pen arm to move over the range of the chart without the necessity of any intervening multiplying devices.

In order that the advantages of using recording pressure gauges and other recording instruments may be more generally appreciated, The Bristol Company are filling orders for these instruments with the privilege of returning at end of thirty days' trial if not perfectly satisfactory.

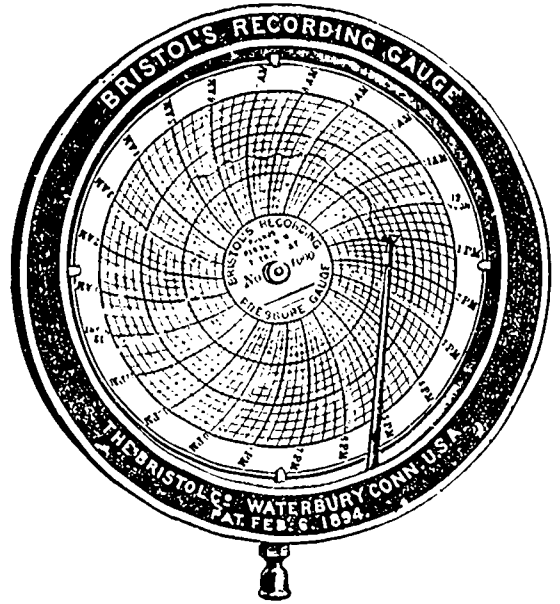


Fig. 1.

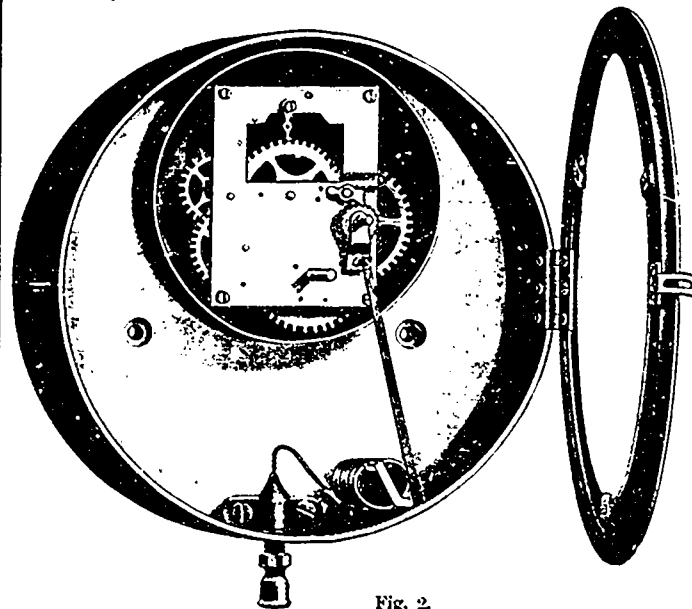
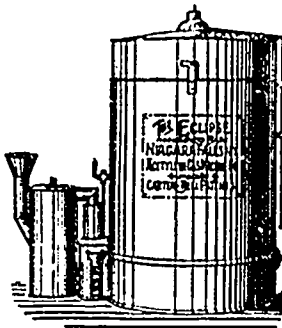


Fig. 2.

For some time past Alfred E. Martin, an English graphite expert, has been at St. Malachy, in the Ottawa Valley, prospecting for graphite, and has discovered on land belonging to Owen McCoy two extensive seams of ore of great richness, and averaging from thirty-five to sixty per cent. flake graphite. In the opinion of the expert this is equal to anything in Canada. The find is situated on the south side of the mountain immediately along side Blanch River, and offers abundance of

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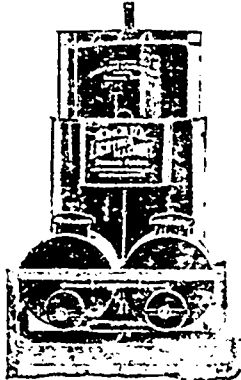
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GAS MACHINE CO., Limited,
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in
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At the Minimum
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water-power for milling purposes. At a point about a half mile to the south of this another fine bed has been located on the same property and is of high-grade ore. It is the intention of the owner to open out all these seams at once and place the product on the market. It has been the opinion that graphite exists in this particular district in great abundance.

The Penman-Littlehale Chemical Co., of Hamilton, Ont., has been incorporated with a capital stock of \$50,000, to manufacture chemicals, etc. The provisional directors are John Penman, Paris, Ont., Thomas Littlehales, Syracuse, N.Y., and D. B. Long, Hamilton.

The United Electric Co. have recently sold to Henry Morgan & Co., of Montreal, one of their bipolar type motors.

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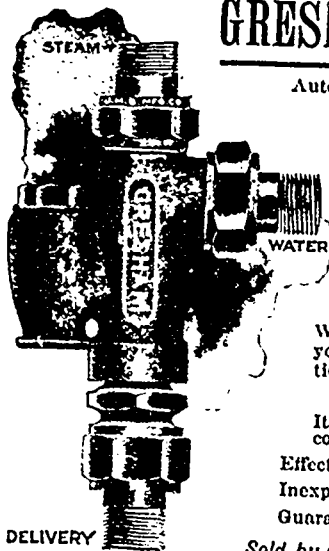
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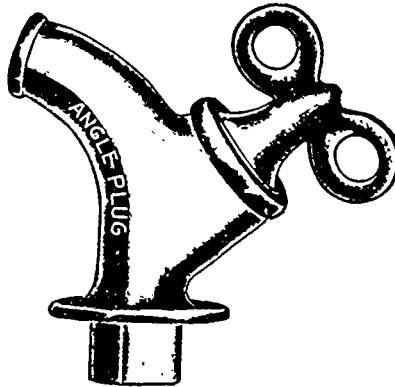
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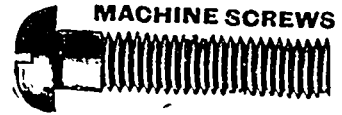
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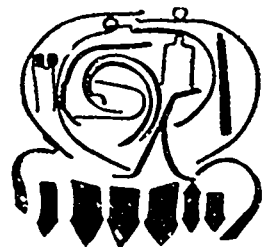


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time to make a dead set at all there was in sight. Of Indian corn, of which hundreds of thousands of cases were put up, there is so little now left that it is predicted the last will be gone before next year's crop comes into market. Tomatoes, while hardly so scarce as corn, are in a very limited supply. Peas, though constituting but a small pack as compared with the foregoing two items, have sold well. There is a marked improvement in the quality of Canadian canned peas within a very few years. They are more delicate and of better color as a rule, indicating that the packers have learned by experience at what stage of growth to pull them, and that they have been making chemical experiments as to the retention of color.

The rise in price of corn and tomatoes has been striking. Some months ago corn could be had freely at sixty-five cents per case, to-day it is worth \$1.05 and firm. Tomatoes have advanced from less than seventy cents to around eighty-five and ninety cents. Peas, while firm, have not shown such a rise. Fruits are in rather better relative supply at present. Peaches, it is true, are high in price and very firm, while strawberries, raspberries and cherries cannot be called plentiful.

Very remarkable progress has been made in the business of canning fruits and vegetables among us. While it is true that the development of fruit canning generally has not kept pace with the putting up of peas, corn and tomatoes, yet in the preserving of apples there has been a very marked increase. There is a big demand for canned apples in the Northwest, and even in the older Provinces. A considerable quantity is also sold in England. Said Mr. Wellington Boulter last week, who is known to be one of the first authorities on the subject of canned goods: "One and a half million of dollars was distributed amongst the farmers of the Bay of Quinte during the past season for fruit, corn, peas, tomatoes, etc., taken by the canning factories." If this be true of the district named—which covers several of the Midland counties of Ontario—what sum of money will represent the disbursements of the Province for fruit and vegetables, fresh or canned? What of the Hamilton and Dundas territory; what of the famed Niagara district; what of Essex, Middlesex, Oxford—a dozen counties? The extent and value of our fruit producing districts is none too well known.

It is probable that the astonishing demand from the Klondike for canned vegetables and fruit within the past two years has interfered with export of these products to Europe. That demand absorbed great quantities. One dealer sent in 1896 to Dawson City six carloads—the first shipment to go into that district, and this year the same gentleman says he has sent no fewer than fifteen carloads to Nelson, Rossland, Kaslo and Grand Forks, B.C. Evidently, therefore, the naming towns are a large and sure market for canned vegetables and fruit. There is, Mr. Boulter tells us, a prospect for the opening up of a very large trade with England, and not only with England but with Germany. He adds that he has put up fourteen tons of fruit pulp this year, and one ton is about to be sent to England, by way of introduction. This fruit pulp is presumably for use by jam-makers. - Monetary Times.

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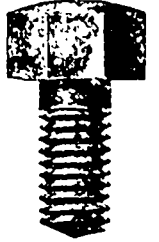


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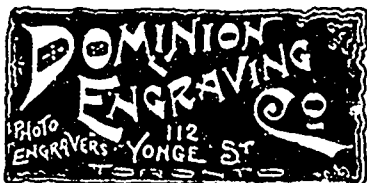
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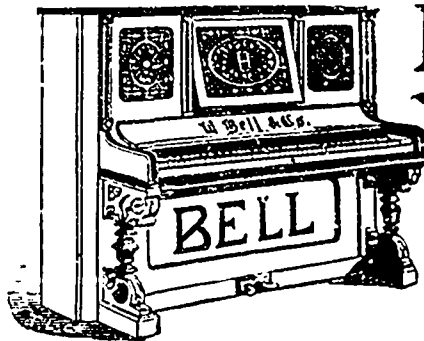
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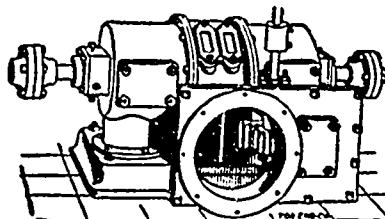
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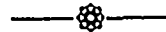
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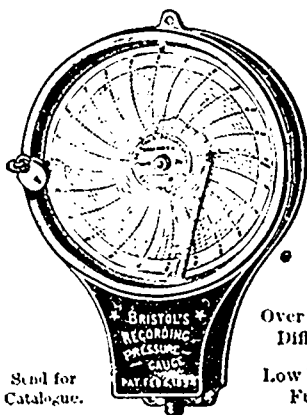
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