

The Dutch people have been slow to recognize or require State interference in trade questions, but during the last twenty years laws have been passed in regard to the employment of women and children which have turned attention in that direction. The Dutch printer, it appears, does passing well on about 2s. 6d. per day, for he lives cheaply. In other lines of industry the Dutch artisan is found to be equally contented and equally thrifty. If any one objects that the Scottish idea of

Contented wi' little and cantie wi' mair,

is degrading, unworthy of the free and independent spirit of the latter-day American working man, it may with perfect propriety be replied that simplicity and economy of life are not inconsistent with happiness and good morals, but rather favorable to them. Smaller earnings and lesser expenses may serve quiet people quite as well as bigger wages and more extravagance do the "hustlers."

CANADIAN TIMBER DUES.

Timber dues on pulp wood are to be raised by the Quebec Crown Lands Department, which has given the following notice in the official *Gazette*: "Whereas, the present rate of dues chargeable on spruce logs for paper pulp is 25 cents a cord of 128 cubic feet; and whereas it is advisable to raise it, while allowing a reduction when pulp is manufactured in this province—it is ordered that the rate of dues on spruce logs for paper pulp be fixed at 40 cents per cord of 120 cubic feet, but a reduction of 15 cents per cord be allowed when the pulp wood is to be manufactured in this Province." The New Brunswick Government is also putting restrictions on cutting lumber by the following regulations, which apply to all timber logs cut on crown land: "No spruce or pine trees shall be cut by any licensee under any license, not even for piling, which will not make a log at least 18 feet long and 10 inches at the small, and if any such shall be cut the lumber shall be liable to double stumpage and the license be forfeited."

COFFEE PROSPECTS.

From circular issued by W. H. Crossman & Brother, of New York, in reference to this year's production of coffee, we take the following: "The coffee production universal this year is, without doubt, the largest ever known, even if we judge by the figures published by a highly respectable house in Europe, which names the total of 12,000,000 bags. This estimate, however, while taking as a basis Rio and Santos at 6,500,000 bags, calculates only 3,000,000 bags for Mexico, Central America, West Indies and Venezuela, which places last season gave fully 500,000 bags more and show a constantly increasing production. At any rate we maintain our figure of a total production of 13,500,000 bags, but whether our esteemed friends in Europe are correct, or we with our larger figures, it is certain that the world's coffee crops this year will be the largest ever raised, the crops of 1891-92 so far leading the record with 11,750,000 bags."

DRY GOODS JOTTINGS.

The Grenoble glove strike is over.

Millinery openings are now on with the retail trade.

St. John, N.B., journeymen tailors are about to form a union.

The outlook for fur in the millinery department continues to improve.

Bows of enormous size are popular with Parisian milliners as a hat trimming.

Manchester manufacturers are busily preparing patterns in ginghams and other fabrics for the spring of 1895.

The *Saint Croix Courier* expects that the cotton mill at St. Stephen, N.B., will start up early in October.

A large quantity of furs are being repacked at Selkirk, Man., for the Hudson Bay Co. They will be sent to London, Eng.

Messrs. John Murphy & Co., Montreal, are moving their stock from Notre Dame to their new store on St. Catherine street.

It is reported that the hat factory recently burned out at Truro, N.S., will not be rebuilt there, but that the plant will be taken to Belleville, Ont.

"What's the price of these goods?"

"Eighty cents a yard, madam."

"Why, that's quite reasonable!"

"Oh—er—I must have made a mistake!"—*Puck*.

Three more cars of silk passed through the city yesterday, in bond for New York, attached to the Atlantic express. This makes eight cars of these valuable goods that have gone through in forty-eight hours, the value of the contents being \$320,000.—*Winnipeg Free Press*.

After the fair comes a reaction, and Toronto merchants are now in the midst of a dull week. Monday, however, witnessed the departure of the travellers that had been recalled during exhibition weeks, and an improvement may be looked for soon. A spurt of cold weather is needed to draw out a demand for the heavier fabrics.

Tuesday of the present week was millinery opening day at the establishment of W. A. Murray & Co., King street east, Toronto. The display was not confined, however, to hats, bonnets and millinery supplies, but extended over the whole range of dry goods. Rich, and costly too, were many of the fabrics displayed, and we doubt that one, even with the most luxurious taste, went away dissatisfied.

The *Commercial and Financial Chronicle* places the values of the cotton crops since 1890 as follows:

	Value of pounds.	At.	
1890	3,628,500,000	11.07c.	\$401,674,950
1891	4,826,400,000	8.60c.	372,070,400
1892	4,508,300,000	7.71c.	347,589,980
1893	3,357,500,000	8.35c.	280,351,250
1894	3,748,400,900	7.70c.	288,606,800

The Berlin correspondent of the *Dry Goods Economist* writes:—"The following is a well-liked model for winter capes: Two long capes falling over each other, 28 and 36 inches long, the lower one with square ends and running all round, while the upper cape is open at the back up to the middle, and has round ends in front and in the back. On both these capes strapped seams may be added. Dark and not too contrasting color combinations are the rule this season. It is no longer considered sufficient, as it was in the summer, to mark the seams by plain straps; palm designs, Greek effects, hussar braidings, etc., are added to them."

FOR GROCERS AND PROVISION DEALERS.

Teas continue firm, with American buyers making enquiries in this market.

The close season for oysters expired on the 15th inst. in the Maritime Provinces.

The Buctouche, N.B., butter factory has turned out already 17,000 lbs. of butter this season.

Messrs. Hall & Gibson's new brewery at Edmonton is now complete and ready for brewing.

On September 9th, fourteen car loads of salmon were shipped to the East from New Westminster.

There are over 100 acres in the vicinity of Georgetown under hop culture, and the yield will be a large one.

Refiners have made no change in their quotations on sugar, but Ontario jobbers are reported to be cutting prices.

The Ontario Creameries Board is discussing the advisability of uniting with the Western Dairymen's Association.

A 100-barrel flour mill which is in course of erection at Prince Albert, Sask., will be completed within the month.

Mr. James Hughes has between 60 and 70 hop pickers at work in his hop yard. He expects to gather eight tons of hops.—*Perth Expositor*.

The main shaft at the Windsor salt works, which has broken several times, is again fractured, and work has been suspended while a new shaft is being put in.

Messrs. J. & R. Robson, millers, of Brantford, have opened up a trade in the West Indies, and recently shipped 300 brls. of flour to Trinidad, via New York.

There have been further receipts of new Valencia raisins in Montreal by mail steamship from London. But the quantity received has not been large, and the market has lost little of its strength.

British Columbia butchers are purchasing sheep in the State of Washington. This trade should naturally belong to the ranchers of Manitoba and the Northwest Territories, but it is rendered unprofitable by high railway tariff.

Recently a consignment of fruit, numbering several hundred baskets, pears, plums and peaches, was made from Grimsby to Winnipeg, and being refused by the consignees, was auctioned off by the express company at a considerable loss.

The British Columbia salmon fleet for 1894 is now complete. It will consist of but six vessels; there were ten vessels in the fleet last year. This is due partly to decreased shipments, but more especially to the larger size of the vessels employed this year in the trade, the average capacity of carriage being 1,500 tons.

Controller Wood and Mr. Gerald, of the Inland Revenue Department, are interviewing the leading grape growers of Essex county, with the idea of making a report to Parliament next session. The grape growers, it will be remembered, were dissatisfied with the French treaty,