

## EXAMINATION QUESTIONS.

The following questions submitted by Mr. William Houston, Lecturer on Political Economy at the British American Business College in this city, will give our readers some idea of the class of work students are required to perform in that institution:

1. Define the term "Value" in connection with exchange, and specify the conditions on which "Value" depends. Define clearly the various terms you use in your answer.
2. Show the relation between "Value" and "Price." Show whether it is possible to have a general rise or fall in prices, and what such a change would really mean.
3. Give a brief account of the operation of the law of Supply and Demand in determining prices, and define accurately the terms "Supply" and "Demand."
4. Define "Money" by describing clearly the various functions it performs in exchange.
5. Walker says, in his treatise on Political Economy, that anything which performs the money function is money. Assuming the correctness of this dictum, what various means of effecting exchanges in Canada would you include under the term "Money," and why?
6. Define the term "Currency." If you regard it as differing in scope from the term "Money," describe clearly the difference between them.
7. Public confidence is essential to a currency of any kind. Show how it is possible to maintain confidence in (1) coin that contains a cheap alloy, (2) Government notes, and (3) bank notes.
8. Define the terms "Seignorage" and "Intrinsic value" in relation to coinage, and in the same connection state and account for what is called "Gresham's law" of circulation of currency.
9. Irredeemable government notes may be kept at par by proper precautions, as experience has shown. What precautions are necessary to prevent depreciation? If such notes can be kept at par, state the arguments in favor of and against such a currency as compared with one made up of government or bank notes, or both, redeemable in gold.
10. Explain how a high degree of "Elasticity" of issue along with a high degree of security to note-holders has been effected under the Canadian bank note system.
11. In relation to "Commercial Paper," define the terms "Maker," "Endorser," "Notary Public," "Bearer," "Order," and "Payer."
12. A cheque, a draft, and a bill of exchange are all orders to pay. Explain clearly the differences between them in form and in actual use.
13. Describe clearly the difference between an ordinary promissory note and a bank note, with a view to explaining why the one is completely "Current," while the other is only partially so, if current at all.
14. Define briefly what is called a "Clearing House" in relation to the banks of a city.
15. Describe the method by which foreign or international exchanges are effected, showing (1) the agency of the banks in the process, and (2) the conditions which make it possible for the banks to deal in "Exchange."
16. Enumerate and briefly define the various functions of a "Bank," showing which of them are performed by other parties and which are confined to chartered banks.
17. Show how the issue of currency by a bank is connected with its general business, and the conditions which determine the amount of its note liability.
18. What is the total amount of "Currency" that the Canadian banks are collectively authorized by law to issue? How much was in circulation at the close of the last financial year—June 30, 1894?
19. What amount of currency is the Government of Canada authorized by law to issue? How much has it put in circulation?
20. State as clearly as you can the points of difference between the banks of Canada and the National banks of the United States in relation to the issue of "Currency," with the respective advantages and disadvantages of the two systems.

—Miss Skrumchus.—"I was so disgusted to see people take up their ear of corn in their fingers. I always use a knife to detach the corn from the ear." Mrs. Homespun.—"Well, I suppose a knife answers right well where one has no teeth."—*Boston Transcript*.

## THE APRICOT CROP.

The San Francisco Fruit Exchange is organizing the trade in dried apricots. This is one of the most important of the Pacific coast fruit industries, representing a product worth several million dollars, according to the condition of the markets. It is a product of which California has a practical monopoly. The dried and preserved apricots of Damascus are well known to oriental travellers, and apricots are grown as wall fruit in Western Europe, but the dried apricot of commerce is not produced to any extent outside of this State. The crop here is very variable. Some years ago it was reported, on evidence which was not wholly reliable, that a crop of 12,000 tons had been gathered. In 1891 there is good reason for believing that the crop amounted to 6,000 tons; this year a crop of 8,000 to 10,000 tons is generally expected.

Like the fig and the prune, the apricot is usually marketed in a desiccated or sugared state. A few carloads of green fruit reach the East and generally realize a handsome profit to shippers, but the bulk of the crop goes to the dryer and the canner. Dried or canned, there seems to be no limit to the possible consumption of the apricot in the East and in Europe. When the trade is thoroughly organized, so that the actual consumer gets the dried fruit or the preserves at a minimum cost, they will probably figure on every well-provided breakfast table, and 10,000 tons will not begin to supply the demand; for, of all the saccharine fruits, the apricot is the only one which improves by preserving.

People talk of the losses of fruit-growers and of the difficulty of making money by fruit-raising. These untoward happenings result to more or less extent from the want of knowledge and skill and experience in those who lose money. They would occur in any trade. There is money in making boots and shoes; but if a man should embark in the shoemaking business with no more apprenticeship than the apricot-growers and apricot-preservers think it necessary to acquire, his stock would soon be in the hands of the sheriff.—*N. Y. Shipping and Commercial List*.

## STATISTICS OF VESSELS BUILT IN THE UNITED STATES.

Although statistics relative to ship building in this country, prepared by the commissioner of navigation at the close of the treasury department's fiscal year, which ends with June 30th, do not usually appear until the commissioner's report is issued in November or later, Mr. Chamberlain has this year given out some advance information on the subject.

Records of the bureau of navigation, treasury department, show that during the fiscal year ended June 30th, 1894, there were built in the United States, and officially numbered, 538 wooden sailing vessels of 37,719 gross tons, and 308 wooden steam vessels of 44,158 gross tons. During the same period three iron or steel sailing vessels were built of 4,750 tons, and forty-five iron or steel steam vessels of 46,776 tons. Sailing vessels, wood and iron, aggregated 541 in number and 42,460 tons in measurement. Steam vessels, wood and iron, aggregated 353 in number, and measured 91,934 tons. The entire number of vessels built and numbered was 894, the tonnage being 134,394. Unrigged vessels are not included in this statement.—*Marine Review*.

## CHEESE.

The cheese market is steady, and so far as present indications go, it does not look as though there was to be any radical decline in the near future. The buying of Julys in the country at full figures continues, and the present week will very likely see the balance of the make of the month cleared out of first hands. The operators, therefore, who worked the June deal, and closed it up with a whirl, have made good their intention of preventing competitors from getting July goods for less than their June cheese cost them. What the ultimate outcome will be is, of course, problematical. One thing is certain, the quantity of cheese in cold storage on this continent must be unusually large. In view of this it will be interesting to see how the August make will go. Opinions conflict as to whether buyers will be able to purchase it at a lower cost comparatively than the June and July make. It is worthy of note in

this connection that the ruling cost in the country at present is fractionally lower than for the same date last year, and also that general opinion concedes that the last half of the July make is better value at the money than the June goods. This is quite probable, for there was some exceptionally hot weather in June, whereas the last fortnight of July was comparatively cool. This latter fact, no doubt, has had an influence on the values which have ruled in the country during the present and preceding week. If the present weather continues, the expectation is for a fine August output, also. But whether the optimists or the pessimists are right with regard to the future it is difficult to say. Of course, if the regular demand picks up, which it does not show much signs of doing just now, the former will have their hands strengthened in any manipulations they undertake. In any event they may be expected to exert their influence in preventing any radical decline, and if it comes to a struggle, whether they can do so or not, depends upon whether their present obligations are too onerous or not. Of course, nobody but themselves can speak with any authority on this point. In the meantime the actual new business passing on spot at the moment is inconsiderable and prices are difficult to quote. It can be assumed with safety, however, that any buyer with an order to fill would have to pay in the vicinity of our quotations.—*Montreal Gazette*, Aug. 9th.

## EXPANSION OF RAILS IN INDIA.

It is stated that on a portion of the Rajputana Railway—from Gurhi-Hurseroo Junction to Furucknuggur salt works—several miles of the permanent way were laid with Belgian rails which were all right in the morning, but exhibited a serious change during the heat of the day, the rails deflecting in and out fully 3 inches in a length of 20 feet; yet the expansion plates used had been increased from  $\frac{1}{4}$  to  $\frac{1}{2}$  and  $\frac{3}{4}$  of an inch, but to no purpose. Perhaps the numerous derailments recently reported may be attributed to the same cause.—*Railway Review*.

## MISTAKES ABOUT TEA.

The reasons why one kind of tea is green and another black have been often and variously explained. One of the causes for the green color that the champions of black tea seem to firmly believe and enjoy is that the color is the result of drying the tea on copper pans. Mr. Joseph Walsh, who knows all about tea, says there is not the least foundation for this, nor for many of the other opinions, but the real reason for the different color and flavor is that in the green tea of commerce the leaves are cured and dried as quickly as possible after they are picked and rolled, while the leaves that are intended for black tea are exposed to the action of the sun and air for at least twenty-four hours before being fired, being meantime raked and tossed about until they become soft, flaccid and pliant, and again after being fired they are exposed to the oxidizing influence of the atmosphere in a moist state for hours previous to being fired a second time. The leaves are then fired over a slow fire. The method of curing also accounts for the effect that green tea has on some persons, caused, it is believed, by the greater quantity of volatile oil that the rapid process of curing leaves in the leaves.—*Boston Journal of Commerce*.

—To clean a mackintosh, plain warm water is very inefficient for removing the mud stains. Dip the garment in cold, soft water; then, with a scrubbing brush and yellow soap, proceed to scrub it all over, having spread it flat on the table. When the dirt is removed dip the cloak in repeated waters to get rid of the suds, but do not wring it. Hang up in the air or any airy room to dry, but do not put it near the fire. Paint or grease spots must be removed by spirits of turpentine, but common soap will perform the rest. The dirtiest parts will require most scrubbing. In cleaning a mackintosh always avoid hot water.—*Boston Journal of Commerce*.

—Machinery is being set up at Newark, N. J., for manufacturing ammonia from atmospheric nitrogen.

—The downfall of water over Niagara is 10,000,000 cubic feet every minute.