

made some enquiries about the company and find it to be virtually a co-operative scheme; at least there is no real difference between its method of working and the delusive "mutual benefit" plan we have so often exposed. Its so-called incorporation amounts to nothing. This allows them to invest their reserve in Government bonds when it reaches \$5,000. This reserve has no existence, even the company's advertisement saying "reserve fund to be invested in Government Bonds." Policy holders have really no security that we can perceive, although some respectable names are mentioned as connected with the concern. They are, however, men without experience or special knowledge of insurance matters. Major "Hopper" is what would be termed in the Southern States (which he left and where he is best known) a smart man; he is a good talker but some times talks too much. For example, he made use of the name of Mr. Farwell of Sherbrooke in connection with his company in an unauthorized way and Mr. Farwell published the fact.

S. R.: The shares cannot be sold here at par just now. Will advise you later, best probable price.

—Freeing the New York canals from tolls has scarcely had the effect anticipated; the increase in traffic on them having, since the opening of navigation, been only about 12 per cent.

—An advance statement, relating to domestic products exported from the United States in seven months of 1883, has been issued by the Bureau of Statistics at Washington. The value of breadstuffs exports for the first seven months of 1883 and 1882 were as under:

	7 mos. 1883.		7 mos. 1882.	
	Bushels.	Dollars.	Bushels.	Dollars.
Barley	217,941	\$146,408	60,269	\$46,477
I. Corn	39,730,280	\$6,290,189	10,525,251	7,946,126
Barrels.			Barrels.	
Corn-meal. 162,521	548,101		193,106	493,653
Bushels.			Bushels.	
Oats	149,266	84,291	131,532	\$7,429
Rye	1,766,388	1,837,942	695,102	642,784
Wheat	38,094,537	87,782,830	43,347,969	51,876,969
Barrels.			Barrels.	
Wheat flour 5,021,130	29,138,771		3,376,334	30,738,140
Total Values....	\$95,928,532.		\$81,324,578.	

—The Clerk of Preservation of Forests for Ontario, Mr. R. W. Phipps, having been instructed by the Ontario Government to make certain inquiries relative to the desirability of tree-planting and forest preservation, is sending out circulars to persons in different places asking if any plantations of forest trees have been established in their neighbourhood, whether only a few trees or many, as even the experiment of a solitary tree is valuable. Also, when such were planted, what varieties have been found to thrive best, and on what soils, and what method of planting has been used. Also whether any change in rainfall, or drying up of creeks or rivers, seems to have followed the clearing of the forest.

—The early frosts, which occurred during the week, notably on Saturday and Sunday nights, were more severe than usual at this time of the year. Much damage was done to vegetables in Ontario. Tomatoes, cucumbers, melons and pumpkins all suffered; and the aggregate loss must be considerable. In the northern part of the peninsula, fruit was injured more or less, plums considerably, and perhaps some other kinds. In the Western States, the corn and other perishable crops suffered considerable damage. At first, the corn crop was represented as almost totally destroyed, in places; but this was an exaggeration. Canada grows but little of this grain, and had not much at the risk of the frost, but that little was considerably

damaged. Most of the other grain crops were safely housed when these early frosts made their appearance.

—The arrivals of ocean-going shipping at the harbour of Quebec this year up to this day week, were some seventeen per cent., greater than up to same date of 1882, being 410 vessels of 326,657 tons against 357 arrivals, of 270,842 tons last year. Almost half the arrivals—and more than half the tonnage—consisted of steamers, 179 in number and 288,537 tons in capacity. The Lower port tonnage also exceeded last year's, being 87,237 tons against 60,927. Since navigation opened this year the following steamers have loaded full cargoes of deals, at that port, *Bothal*, for Liverpool. The *Compton*, *Matthew Beddington*, *General Roberts* and the *Edwin* for London. We observe that the S. S. *General Roberts* is loading a cargo of deals at Quebec for London. The bark *Tinten* has also cleared on the 24th, for Cardiff, the *Canada* for Cork and the *Souvenir* for Davenport, while *T. C. Berg* is loading for Hull. The ship *City of Liverpool*, (Br), Whiteford, from Quebec, July 4th, before reported as having been seen leaky, arrived at Greenock on the 22nd August, having been compelled to jettison part of her deckload. The S. S. *Crane*, which loaded deals at Pierre-ville, for London, has put into Leith, badly damaged, having been in collision.

—The contrast between cheese and butter shipments from Canada this year with those of other years is instructive. The exports of butter up to 1st September were only one third of those for the like period of 1881, while the export of cheese was thirty three per cent. greater. The figures are as follows:

Year.	Cheese, boxes.	Butter, pkgs.
1883 to date.....	522,246	18,425
1882 to date.....	429,699	15,893
1881 to date.....	345,813	55,208

The poor average quality of our butter export will account largely for the lessened sales of that article. It is probably true that cheese factory men have assisted the prompt sale of their goods by placing them upon the market at current rent rates instead of holding for higher prices, as they did in former years, which blocked business and caused orders to be transferred to New York. The shipments of daily produce from Montreal for week ending September 1st, 1883 were:—

Vessels.	Cheese, boxes.	Butter, pkgs.
SS Sarmatian, Liverpool.....	19,471	1,702
SS Toronto "	11,243
SS Lake Manitoba, Liverpool..	1,537	400
SS Viking, London	1,066
SS Corean, Glasgow	3,245	747
SS Colino "	90
SS Phœnician "	279	174
Total.....	36,921	1,023
Total last week.....	18,466	1,583
Total like week last year..	15,691	156

—On the 1st of September, the Canadian Pacific Railway began a commercial telegraph service. The head office in Winnipeg is opened with a staff of ten, and city offices will presently be opened in Brandon, Portage La Prairie and Emerson, as well as at all important stations on the railway. We understand that Mr. B. S. Jenkins, formerly of Montreal and more lately of Brandon, is to be the superintendent. It is stated that a rate of 40 cents per message of ten words has been fixed from Winnipeg to points as far west as Swift Current, while to stations between Swift Current and Calgary the tariff will be 50 cents for ten words. The rate to the points named in the province of Manitoba is 25 cents, the same rate as charged by the Great

North Western Telegraph Co. The latter company has already wires of its own to the following places, and offices in them, viz: Brandon, Dominion City, Emerson, Gladstone, Minnedosa, Neepawa, Portage La Prairie, Rapid City, Stonewall, Selkirk, Westbourne, West Lynne, and is making preparations to open at other points. The C. P. R. line across the Rocky Mountains to Kamloops, B. C. is to be finished before long and communication will be made with the Government line of telegraph from Matsqui and Cariboo to New Westminster, Nanaimo and Victoria. The Western Union Company already has a line of telegraph from Seattle, in Washington Territory, overland to Matsqui. From Seattle its wire runs to Portland, Oregon and San Francisco.

THE INDUSTRIAL EXHIBITION.

Another very successful show, under the auspices of the Toronto Industrial Exhibition Association, is now in progress. For people so generally busy as our manufacturers are at present, a large number are represented. This may be, in part, because Montréal holds no exhibition this year. Although exhibits in Machinery Hall are not numerous, they are large and important. Some well known firms are conspicuous by their absence, it is true, but this must always be the case, since no firm can be expected to go to the expense and trouble of exhibiting every year. The Electric Light, the Electric Railway, the Gas Company's display and a variety of unusual features, more or less novel, attract crowds, and the presence of Royalty was on Wednesday the crowning attraction. We append some remarks upon various displays, reserving those on Textile Fabrics till our next issue.

The exhibit made in Machinery Hall by Messrs. McKechnie & Bertram, the well-known machinists of Dundas, is the largest ever made by that firm, and is well worthy of notice. It is placed towards the west end of the hall, and consists of a No. 1 Brake Lathe, with a swing of seven feet; a No. 2 Gap Lathe, a No. 3 Lathe of new pattern, a brass-finisher's Lathe, a No. 2 Drill, a No. 4 Drill with self acting feed, a Band-sawing machine, a four-sided moulding machine, an Iron Planer, 8 feet, 36 by 36 inches; an iron shaping machine, with 16 inch stroke. The railway car-shop machines of this firm belong to a class of machinery which no Canadian maker has ever before shown. Indeed we think such machines have never been shown here by any one. Among them is a car-axle lathe, a car-gaining machine, a car-tending machine, and a car-timber dresser, which last will dress all four sides of a nine inch bit of timber at the same time. These various machines are intended to be shown in motion. The specimens of journeymen's and apprentices' work shown by this firm are also very creditable.

Messrs. Inglis & Hunter, of Toronto, machinists, show their latest-improved Harris-Corliss steam engine, 16 inch cylinder, 36 inch stroke, 100 h. p., of which twenty are in use in Toronto alone. This cut-off engine has some good features, economy of fuel and regularity of stroke being prominent among them. The Westinghouse engine is also made by this firm; it is well adapted for use in warehouses or high buildings, the parts being all enclosed, rendering it uncommonly safe.

The patent rolled shafting, which was on exhibition at last year's Fair, is again shown by Messrs. Rice Lewis & Son, in considerable variety. This firm sends also samples of Kirkstall forged iron, frictional couplings, patent differential pulley blocks, and the well-known Sturtevant blowers for furnaces, as well as for exhaust and ventilating purposes. Steam pumps are shown by Northey & Co. of this city, the makers. A propeller-wheel, loam-casting, eight feet in diameter and weighing 2,800 pounds, is exhibited by the makers, D. Kennedy & Sons, of Owen Sound.

Five machines in motion form part of the exhibit of the Wheeler & Wilson Sewing Machine Co. An improved attachment in the shape of a rotary hook enables, it is claimed, a higher rate of speed to be attained by these machines.