The Free Press
LONDON, ONTARIO.
Wednesday, March 1, 1882.

HALF A MILLION
ENVELOPES!
JUST RECEIVED.
[illegible]ET PRICES.
Lithographed,
Printed or
Embossed,
—ANY COLOR.—
FREE PRESS PRINTING Co

Missing Bills: An Unsolved Mystery.

[illegible]oyage to New Holland was a serious [illegible] in those days, and, as a matter of [illegible], both Lathom and his wife hesitated [illegible] giving consent to their son's going to [illegible]her side of the world. Behrens, how[illegible]hat was the Jew's name) put the [illegible]rrangement so plainly before them, [illegible]ng of all difficulties, and setting forth [illegible]ntages of the plan, that the parents [illegible]y, and Robert, who had always [illegible] thoughts of the adventure, was [illegible]patched to the antipodes.

[illegible]hall be rech man, I promise," said [illegible]

[illegible] I daresay he may," answered Lat[illegible] out of course he must abide his for[illegible] well as another."

[illegible]e is sure; I have bromised," repeat[illegible]w.

(To be continued.)

ODDS AND ENDS.

Freshest Gleanings of Fun, Fact and Fancy

HOT CODLINS.

Some foolish young people quite famous they got
By posing and talking—rot, rot, rot!
They made themselves Guys not fit to be seen,
And they painted their walls a sad sage green;
They worshipped in silence their white and blue,
And their friends all said they were quite—
Da-do, daffodill, silly-billy,
Sunflower, Botticelli, quite too too.
These foolish young people they cared not a jot;
They thought they knew what was what, what, what;
They painted poems they averred were good;
They sang sweet pictures that none understood,
And though it was said they had no common sense,
Everyone declared they were much too
Da-do daffodilly, silly-billy,
Sunflower, Botticelli, quite too too!

The London *Court Journal* says that the curates receive an average of only £3 a week.

The bachelor of Holland likes to live at hotels where there is much "heavy vivacity."

This is what may be called epitaffy:—

Little Willie was fair as a lily;
God for him sent, and we let him went.

Even in the comic papers the pictured faces of English servant girls are almost always pretty.

It is yet an undecided question which is of more importance to its possessor, a lady's trunk or an elephant's.

The Tichborne claimant expects to get out of prison presently, as some new friends of his cause have lately been found in Parliament.

Preaching is not always easy work, and yet there are ministers who can deliver three sermons of a Sunday and literally make nothing of it.

The Prince of Wales recently said at a club that beyond the sherry with his fish he would take but one wine, because he never mixes his liquors.

The English detective usually cautions his prisoner to be careful about what he says; the French detective does all that he can to extract a confession.

The real Christian is like solid silver, but the mere professor is like plated-ware, for [illegible]

WILL CONTINUE
For Twelve Days Longer.

THOS. BEATTIE & CO.

(previous to removal to their new premises) will continue their CHEAP SALE for the next two weeks.

To those who have not paid us a visit, and are in want of CHEAP DRY GOODS, we would say, VISIT THE GREAT CHEAP SALE AT ONCE.

THOMAS BEATTIE & CO'Y

MA BA.

Additional Real Estate Transactions.

From a Correspondent.

A property on the corner of Main street and Portage avenue, with 33 feet frontage, was bought in December for $51,000 and sold a few days ago at $73,000.

T. Fawcett, Esq., of Watford, sold lots 7 and 8 in Kildonan, 303 acres, at a profit of $45,000. The same gentleman bought 320 acres near Rapid City for $5,250, and sold it the following day for $20,000.

The Knox Church property in Winnipeg, was sold on the 18th ult., by public auction for the sum of $126,100. The lot has a frontage of 122 feet on Portage Avenue, and is 169 feet deep. Previous to the sale the Committee agreed that if it went as high as $60,000 they would let it go, but a few thought that it should be held at $80,000. The purchasers were Messrs. Northwood, of Chatham.

From Winnipeg Papers, 24th Feb.

Mr. Streeter bought a $22,000 property in St. Boniface West yesterday.

Lots 6 and 7, of block 55, section 23, Brandon, were sold yesterday for $925 each.

J. M. MacGregor & Co. sold during the last three days $47,000 worth of Portage la Prairie property.

A half section adjoining Rapid City, which cost Mr. Poulaw $5,000, was sold by him on Tuesday for $20,000.

One hundred feet on the corner of Young and Nelly streets were sold for $2,800 by P. H. Attwood & Sons.

At the "Pride of the West" auction rooms fifty lots in Rapid City were sold last night at an average of $40 a lot.

Fifty feet on Main street, Winnipeg, nearly opposite the Hudson Bay stores, was sold by A. Haggart for $20,000.

W. M. Clements sold yesterday for W. Grundy, Lucan, two blocks in McDermott estate, for $18,900, to Mr. Baker, of Ridgetown, Ont.

A sale has been effected for Mr. E. A. C. Pew, in his Archibald property. A half interest of this property was sold for $150,000.

Last night Mr. Wolf sold [illegible] lots in S. W. section 13, Brandon, at prices ranging from $26 to $42 each, the total amount of sales being $9,500.

Munsie & Elliot sold yesterday lots 732 to 738, in the Riverside estate, Winnipeg, for $4,550, and lot N, block 1, Old Syndicate, Brandon, for $500.

A portion of property in the Riverside estate was sold yesterday by Mr. Joseph Wolfe to Mr. Palmer, of Brantford, Ont., for the sum of $837,000.

Messrs. B. F. Brown, H. Wells and H. J. Westbrook, of Ontario, bought of H. S. Crotty & Co., yesterday, a property in section 60, St. James, for $45,000.

At the "Pride of the West" auction rooms last night, thirty Rapid City lots were sold at an average of $40 each. The property belonged to Mr. Poulson.

The Wilson brothers in this city have purchased a large number of Selkirk lots, and have them on the market again. The average price paid for each lot was $120.

Three hundred and sixteen lots in Brandon were sold at the Golden Auction Rooms last night, at prices ranging from $35 to $60. The total amount of sales was $14,750.

At the Exchange last night Cochran sold 160 lots in Lot No. 30, St. Boniface West, for which he realized the sum of $13,759. There was a large crowd in attendance and bidding was lively.

Noble Bros. sold to Mr. Hatfield, of Minneapolis, and Mr. Poole, of Dutton, Ont., lots number 11 to 36, inclusive, in block 1 of lot 95, on Noble street, St. Boniface east, for $9,100.

Lariviere, Black & Co., yesterday sold to Mr. Andrew 75 feet on the corner of Main and McDermott streets, extending back to Abbott street, for $110,000. This property is better known as the Gingros estate.

There does not seem to be much appearance of the boom in real estate being over when Mr. McKilligan in the past three days sold $750,000 worth of property in the city and vicinity, besides $83,000 worth in Portage la Prairie.

Mr. McDade sold last evening at his auction mart twenty lots in 69, St. James, 7 lots in 61 St. James, 42 lots in block F, St. Boniface west, and 17 quarter acres in block 6, St. Boniface west, the sale aggregating $14,200.

J. B. McKilligan sold lots Nos. 6 and 7—100 feet—adjoining the Canada Pacific Hotel, this morning, for $60,000. The purchasers were Capt. Murray, of St. Catharines, and R. Cuthbert, of Toronto, and the price $600 per foot.

A syndicate consisting of Capt. Murray, of St. Catharines, Judge McMahon, Hugh McMahon, I. Callaway and Cartwright, have bought 160 acres in the Parish of St. James, just outside the city limits, for $40,000, from Capt. Donaldson.

The south ward has its share of the boom now. Some heavy transactions are reported on Broadway and Main street, near the Canadian Pacific Hotel. As an instance of the rapid advance in this locality, J. H. McTavish purchased within the past few days four lots, measuring 144 feet on Broadway, at $100 per foot, and resold the same again this morning at $175 per foot, netting a clean thirteen thousand by the transaction.

J. S. Runciman & Co. sold the following properties:—30 feet on Rosser Avenue, lot 55, Brandon, to Vanston and Smith, at $75 a foot. Lots 25 and 34 in block 35, Brandon, for $460 a lot. Lots 37, 38, 39 and 40 in block 35, Brandon, for $500 each. Lots 37, 38, 39 and 40 in block 66, Brandon, to C. R. Tuttle & Co. at $1,050 each. Lot 165, Jemima street, Winnipeg, to Mr. Collins for $2,100, which Collins resold the same day at $2,300. Lots 356 and 358, Pacific Avenue, Kildonan, to Alfred Hill for $240 each.

A Gigantic English Dictionary.

At the "dictionary evening" of the Philological Society last week Dr. Murray gave an interesting *resume* of the work for the new dictionary, for the preparation of which the society have asked the co-operation of the English-speaking world. Of the million additional quotations asked in May, 1879, 900,000 have actually been received from upwards of eight hundred volunteer readers in Great Britain, America and the colonies.

The future Duchess of Albany's bridesmaids will be daughters of the Dukes of Argyll and Bedford, the Marquises of Londonderry and Conyngham, and the Earls of Warwick, Lichfield, and Latham. One is yet unnamed.

SCHOOL IMPROVEMENT COMMITTEE.

Plans for the Bond Street School—An $8,000 Building Decided on, etc.

The School Improvement Committee met last night in the City Clerk's office. Present—Messrs. McBride (Chairman), Cousins, Christie, Hanson, Bayly, Williams, Howard, White and Inspector Boyle.

Mr. Durand submitted a rough draft of the contemplated new school building on Bond street. The cost was estimated at $8,000 and $600 extra for a basement if required.

On motion of Mr. Christie, seconded by Mr. Howard, it was decided to instruct Mr. Durand to get out plans for a building in accordance with the sketch, to contain six rooms, 28x30 feet, each room to be capable of seating 80 scholars, the estimated cost of the same being $8,000.

Some samples of blinds were submitted for the Talbot street school, and the Chairman was requested to ascertain prices, etc.

At the suggestion of Mr. Bayly, it was decided to get hooks for the weights on the windows of Talbot street school, to pull them down and up with.

After some discussion in regard to the old Talbot street school, the Chairman was instructed to recommend the Board to tear it down, and use the material for building two woodsheds; one for Talbot and one for Bond street school.

Adjourned.

THE ELECTRIC LIGHT.

The London Company Intend to Exhibit Their Light at Ottawa—The Canal Contract.

City Engineer Tracy has just returned from Ottawa, where he was engaged on business in the interest of the London Electric Light Company. They have proposed to light the new locks on the Welland Canal by means of the Bell Electric Light, and in doing so will require to put up fifty five lamps. These can probably be worked from two or three stations. The particulars of lighting were all made known to the Committee on Railways and Canals, and the tenders are being considered. It is altogether probable that the local company will receive the contract. Mr. Tracy also made arrangements to exhibit the light on the pole recently erected by the city of Ottawa, and it is expected that an offer to light the corporation will soon thereafter be made. One of the machines manufactured by Messrs. Stevens, Turner & Burns is being got ready for early shipment, and will be used in connection with the experiment at the capital. Altogether the electric light is booming, and London seems bound to take the lead.

FREE PRESS CORRESPONDENCE.

The Frontage Tax.

To the Editor of the Free Press.

SIR,—I would like to call the attention of the City Fathers, through your columns, to the unfairness of instituting a system of frontage tax without giving some adequate compensation to each Ward for those who have not even a sidewalk. I believe in the system of starting fairly. The majority voted for it because their improvements were all done (sidewalks). The minority helped to pay for them. Now, gentlemen, is it fair to make them pay for the balance also? An answer from some one who has a sidewalk is requested. By inserting the above you will oblige,

FAIR PLAY, No. 6 WARD.
London, Feb. 28, 1882.

THE UNKNOWN CITY. — The Winnipeg *Sun* of the 24th ult. says:—"Day after day parties are leaving Winnipeg for the far or rather farther west. While people in the older Provinces have Winnipeg in their mind's eye, and hold it as their destination, there is not an hour passes but some scheme is matured in Winnipeg for the opening up and occupation of lands out west. The Qu'Appelle Valley and the forks of the Saskatchewan are the chief objective points, and it is thither that the intending settlers are flocking. There is no doubt but that in the near future a great city must spring up hundreds of miles nearer the Rockies than we are, and that our wonderful story of growth, development and wealth will be repeated. The air is full of rumors as to exactly where that great city will be, and all the knowing ones are on the alert. There is one thing certain, and that is that millions are awaiting the men of push, pluck and endurance, who will first locate in the unknown town."

AN ENJOYABLE EVENING.—A large and appreciative audience filled the Cronyn Hall last night, on the occasion of the lecture of the Rev. Jeffery Hill, of Seaforth. Mr. George Laing, ex-President of the C. of E. Y. M. A. (under whose auspices the lecture was given) presided. "Soul of Sense in Things Absurd" will be long remembered for the strong points ably brought out in clear and excellent hits, using to advantage nursery rhymes, accompanied by splendid sketches, *a la* Bengough. The Church of England Institute is to be congratulated on securing the services of so talented a gentleman, and it is to be hoped the Institute will make an effort to have the lecture repeated. A vote of thanks to the rev. gentleman was moved by Rev. Mr. Brown, and seconded by Mr. F. S. Clark, and carried unanimously. Should Mr. Hill again favor Londoners with one of his lectures he is sure to be accorded a hearty welcome.

WATER COMMISSIONERS.—A short session of the City Water Commissioners was held last night. Messrs. A. B. Powell (Chairman), Jas. Muirhead, Mayor Meredith, Engineer Tracy, Secretary Danks and Inspector Platt were in attendance. After the reading and confirmation of the minutes of the previous meeting, communications from Mr. J. M. Dufton and the Ontario Toy Company, asking a remission of water rates for ten years, was read and laid over for future consideration. The following accounts were passed:—R. & E. Summers, stone for engine beds, $63; B. Skuse, hay, $10; Stevens, Turner & Burns, machinery, $333.80; W. H. Winnett, lumber, $18.38; pay sheets, $45.40. Adjourned.

Mr. Tim Gleeson, ex-member of the Council from the Fourth Ward, Cincinnati, says he suffered terribly with rheumatism all last winter and spring. He tried all kinds of liniments and medicines without any benefit until he used St. Jacobs Oil, the first application of which insured a full night's repose, and its subsequent use entirely cured him. It is a great remedy, and the sufferer's hope.

THE BOARD OF TRADE.

Proposed Amendments to the Insolvency Law.

The Petitions Drawn Up—A Proposed Trade Excursion.

The Board of Trade met in the Masonic Temple last night for the transaction of regular business. There were present Messrs. H. D. Long, J. Overell, J. D. Ivey, J. Cowan, M. Masuret, J. S. Pearce, J. Watson, J. A. Nelles (Secretary), A. E. Pavey, G. Burns, A. D. Cameron, John Campbell.

In the absence of the President and Vice-President, Mr. Long was called to the chair.

Mr. Masuret spoke of the visit of the delegates of the Board to the Local Legislature in order to advocate the passage of the London Junction Railway. He believed the prospects were encouraging of the final passage of the Bill.

A communication was read from Mr. F. Broughton, General Manager of the G. W. R., with reference to the stoppage of passenger trains at Bothwell and Glencoe on the main line. He would give the matter his fullest attention. The letter was in reply to one from the Secretary.

Mr. Watson said the stoppage of a train at Bothwell would be a great convenience to the merchants of Florence.

The Secretary was instructed to correspond with the Reeves of Bothwell and Florence on the matter, and in the meantime acknowledge Mr. Broughton's letter.

Accounts were passed as follows:—Heard & Greenway, gas fixtures, $23.54; London Furniture Co., chairs, $56; John Cameron & Co., advertising, etc., $6.90.

The Insolvency Law was then taken up.

Mr. Masuret read a petition to the Local Legislature, which had been drawn up, asking that the law be so amended as to prevent debtors conferring favors to certain creditors in any form when placed in insolvency; or to amend Sec. 1, Chap. 118, Revised Statutes of Ontario, by providing for judgments *relicta verificatione* and rendering the same void with intent to give a preference; to amend Sec. 2 of the same Statute by rendering null and void any agreement to shorten the term of credit given by any creditor to his or her debtor, with intent to give a preference or to defeat or delay creditors, and to declare any judgment obtained on such claim or debt before the expiry of the original term of credit null and void, notwithstanding the debtor shall have given his notes or acceptance payable at such earlier date.

The points involved were discussed in a general and conversational manner.

A second petition to the Lieut.-Governor-in-Council was read praying that an Act be passed for an attachment law similar to that in the various States of the American Union, allowing any creditor, on giving proper security by bond in double the amount of his debt, to obtain an order and issue an attachment against the estate and effects of his debtor; (1) when the debtor has incurred the debt in question by fraudulent representation; (2) when the debtor has fraudulently concealed, removed and transferred his property, or is about to do so, with intent to defeat his creditors; (3) when the debtor admits his inability to pay his creditors in full, and refuses, after five days' demand in writing, so to do, makes an assignment for the equitable distribution of his estate among his creditors; (4) allow proceedings to be taken by attachment by any creditor, whether his debt has matured or not; (5) proceedings subsequent to the attachment to be as near as may be to proceedings under attachment against absconding debtors.

After explanations had been made, these petitions were adopted, and ordered to be signed and forwarded per Mr. Gibbons to Toronto.

Mr. Ivey—What about a trade excursion?

Mr. Watson said the G. T. R. was issuing tickets for Montreal. He believed some such concessions as were granted by the G. W. R. and G. T. R., last year, would be welcomed again by business men in London. Mr. Edgar, however, had expressed an opinion last year against the trade sale rates.

A Committee consisting of Messrs. T. Beattie, G. S. Birrell, J. Watson, J. Ivey, and G. Burns, was appointed, with power to take the matter in hand and arrange with the railway.

A vote of thanks was tendered to the Chairman *pro tem.*, and the Board adjourned.

A Point of Law About a Death at Sea.

From the Baltimore American, Feb. 23.

Capt. Coffin, of the bark Dom Pedro II., which arrived here yesterday from Rio, reports the death during the voyage of Robert Julius, a colored seaman, who had been placed on the vessel by the Consul at Rio, to be brought as passenger to this country. Death resulted from paralysis. Julius belonged to Philadelphia, and had only recovered from a severe spell of sickness when he took passage for home. A nice point of law may be raised by the authorities in this case. According to the statutes, the Captain of any American vessel is compelled to bring home from any foreign port, no matter where it may be, any one in distress placed aboard by the United States Consul at that port, for which he is allowed by the Government the sum of $10. There is another law, however, which fines the captain of a vessel $10 for the death of every adult occurring during the voyage to this port. The question now arises, is the Captain obliged to hand over the $10 which he receives from the Government as passage money, as fine for the death of that passenger?

It is well known that several counties in the southern and south-eastern part of Illinois suffered a shortage of crops last summer, and are undergoing great inconvenience in consequence. Lately it has been reported even that some of the people are starving, but this is an exaggeration. None are starving or in great danger of it, but that many are in need is true. The *State Journal*, of Springfield, has had a reporter in these counties for the past two weeks, and accounts received indicate that in Wayne, Franklin, Wabash, Saline, Gallatin, White and some others the corn was scarcely worth harvesting, and wheat practically a failure. The result is, that small farmers and the poorer class of tenants were deprived of the means of subsistence, and have been obliged to sell their stock, and, in some cases, their teams, to buy food. The destitution is found chiefly among this class of people. The worst report yet received comes from Saline County, and says:—"There are farmers in the county, as well as people not farmers, who are as near starvation as they well can come without actually starving. They are living on anything they can convert into food."

COUPLING PINS!

Gleaned from Local Sources and "Free Press" Exchanges.

The Chicago and North-western Railway will to-day place its new dining cars on its St. Paul and Minneapolis trains.

The Credit Valley train leaving St. Thomas at 1.20 p. m., now effects connection at Toronto with the Grand Trunk for Montreal and eastern points.

The live stock traffic is booming on the Air Line just now. During Saturday night 108 cars and on Sunday night 84 cars of live stock passed eastward.

The Grand Trunk officials have given strict orders to the conductors and brakesmen to keep a sharp look out for gamblers and confidence men who have been lately operating on their trains.

Taylor's patent spark arrester has been placed upon engine No. 23 of the Canada Southern Railway, and will be fully tested. The locomotive has been again placed on the road, with its new attachment.

The Canada Southern and Credit Valley Railways completed arrangements this week whereby a through coach will be run between Toronto and Detroit. The coaches will connect with the Pacific Express going west, and the Atlantic Express coming east.

The Grand Trunk Road has awarded the contract for 20,000 tons of coal for the western end of the line among the following contractors:—Northwestern Mining Company, Pittsburg Coal and Mining Company, Hamilton Coal Company, of Pennsylvania, and the Ohio and Central Railway Company, of Toledo.

The repairing of the Fontaine locomotive No. 1, which has been remodelled in the C. S. R. shops, at St. Thomas, has been completed, and the engine was turned out of the shops on Monday. It will most probably be sent to Detroit at once, and thus will terminate the career of the Fontaine on the Canada Southern.

A large force of men are busily engaged on the new Air Line bridge over Kettle Creek, and an engine and train is constantly engaged in unloading stone, lime and sand. The abutments have been completed, and the construction of the piers was commenced last week, and it is expected that the new iron structure will be completed about the first of June.

The Wabash Company now compels its brakesmen and switchmen to use an ash stick in making a coupling, and have supplied such articles to the employés of that branch of the service. Making a coupling without using the stick is cause of instant discharge of the employé. The rule is made to obviate the accidents to hands and fingers which have grown so alarmingly prevalent.

Mr. J. G. Laven, one of the Michigan Central Railway Agents, was in London yesterday, and purposes circulating in Western Ontario during the season of immigration, with the view of making known the inducements offered by his line to intending Manitoba immigrants. The Michigan Central is one of the best equipped roads on the continent. Mr. Laven will assist Mr. W. E. Wiley in Ontario.

The gross earnings of the Union Pacific Railway system for 1881 reached the enormous total of $29,617,000, or $4,000,000 more than in 1880. On account of the expenditure of $2,000,000 for steel rails charged to operating expenses, and the severe winter of 1880-81, the net earnings will not be much above those of 1880; but no one questions but that the Union Pacific earned from 12 to 14 per cent. upon its stock in 1881.

The Portage, Westbourne & North-Western Railway Company has located its first station twelve miles beyond the Portage on the south east quarter of section 34, tp. 12, range eight west. The town is named Macdonald—after the Chieftain—and is to be the spot where the proposed Manitoba Midland crosses the North-western, and from which place the former mentioned road is to run a branch to Lake Manitoba. A syndicate has purchased the town site through Geo. Black, of Winnipeg.

The Americans are not slow to invest their surplus capital in railway enterprises. The project recently referred to in this column, one of great importance to the North-west, now promises a certainty of realization. The Brainerd, St. Paul & Grand Forks Railroad Company has been incorporated, and in a few weeks $5,000,000 of stock will be in the Boston, New York and Minnesota markets. The officers are:—President, C. C. Sleeper; Vice-President, C. A. De Graff; Treasurer, N. McFadden; Secretary, F. B. Thompson. The road will extend from St. Paul to Grand Forks, Dakota, *via* Princeton and Crookstown, tapping the rich wheat fields of the North-west. Several branch lines will be built. The grading will be finished before the end of the summer.

At the meeting of the Railway Committee of the Ontario Legislature on Monday, the first Bill taken up was that to amend the Acts respecting the St. Mary's, Credit Valley & Huron Railway Company, which empowers the Company to extend their line to Goderich and to Seaforth, and from the latter place to some point on Lake Huron, and make several minor amendments in their charter. The clause authorizing municipalities to issue debentures to run for a period not exceeding thirty-one years was amended by limiting the time to twenty years. The section providing that the general law in regard to bonuses shall not apply to municipalities aiding the railway was struck out. The Bill was reported as amended.

The management of the Erie railway is fitting up a building at Hornellsville, N. Y., with an ingenious apparatus, with which brakemen will be taught the operation of the air-brake. The instruction is afforded by a set of air-pipes equal in length to what is required for a passenger train of twelve cars. This is laid at a height of about six inches from the floor, and three air-brake cylinders are connected with the pipes. The air-pump is fastened against the wall, and is operated by steam, which is carried through a pipe from a locomotive in the round-house. The model is perfect in all points, and its workings can be illustrated as clearly as if the brakes were attached to a train. It is believed that by familiarizing the brakemen with the air brake many accidents, due to ignorance of its workings, may be averted.

Prof. Haeckel, the eminent scholar, who, like Humboldt, prefers to study nature in her own wilds, was at last accounts in a small village on the south coast of the island of Ceylon—the only white man there. The village, which bears the melodious name of Belligamma, lies on the shore of a fine bay, and is surrounded by dense forests of cocoanut and breadfruit trees, filled in with other luxuriant tropical vegetation. The Professor received an enthusiastic welcome from the Governor of the island, and has been afforded every aid in the pursuit of his zoological investigations.

TRADE, TRAFFIC AND FINANCE.

Latest Notes by Telegraph and Mail.

THE BRITISH GRAIN TRADE.

London, Feb. 28:—The *Mark Lane Express*, in its review of the British grain trade during the past week, says:—Growing crops continue to improve; spring sowing is progressing rapidly and satisfactorily. The condition of the grain trade was unsatisfactory. Best samples of native wheat were weaker and inferior, and practically unsaleable. Flour was irregularly cheaper. All bread-stuffs closed depressed, foreign extremely so. Foreign flour arrives freely. Trade was dull throughout the week and prices irregularly cheaper. Maize declined. Mixed American in London on Friday was quoted at 27s 6d, ex ship. It is stated that still lower rates have been accepted. Cargoes of wheat off coast were difficult to sell. Red winter on Saturday realized 50s 6d, being a decline of 1s from Wednesday's rate. No. 2 Cal. was 48s, being 1s lower on the week. The sales of English wheat during the week were 37,065 quarters, at 4s 7d per quarter, against 26,088 quarters at 4s 9d per quarter for the corresponding week last year.

GRINDING MANITOBA WHEAT IN BOND.

The millers of Minneapolis have found some difficulty in grinding Manitoba wheat and selling the product, owing to the duty of 20 cents per bushel. A rebate was allowed on flour exported, but this was not found sufficient to mollify the effect of the tariff, and hence an appeal was made to the Treasury. The result is that the duty is fixed at 89 cents, based on 270 pounds of wheat for a barrel of flour, making the rebate 80 1-10 cents per barrel of flour exported, instead of 67½ cents as formerly.

OLD CORN.

Chicago *Tribune*:—An order was received here on Friday to ship a lot of old corn to Liverpool if it could be done at the equivalent of 77c laid down there. The price for March, with 4c storage, would have permitted an order to be filled at 77½c. The freight-room was secured, but the market advanced on the Call so much that the shipper here cancelled the freight contract. Our market is not so far above an export basis after all as some people would have us believe.

BUTTER.

"The pure butter men," says *Bradstreet's*, are coming to the front in defence of that superior article. They claim that, owing to the effects of oleomargarine makers and others, imitations sold as pure butter have tended to greatly undervalue their products. The statistics of the dairy interest certainly entitle this class to respectful consideration. The dairymen show that the money value of the annual dairy product exceeds that of the wheat crop or the corn crop, and is greater than that of cotton and wool combined, being between $400,000,000 and $600,000,000. From 5,000,000 to 8,000,000 of the American people are interested in this industry, and the capital invested in it aggregates from $4,000,000,000 to $6,000,000,000.

LONDON MONEY MARKET.

London, Feb. 25.—The *Economist* says:—"The rate of discount for bank bills, 60 days to 3 months, is 3½ to 3¾ per cent., and for trade bills, 60 days to 3 months, 4½ to 4¾ per cent. The speech of Gen. Skobeloff has counteracted the good effect of the reduction of the rates of discount by the leading European banks. The feeling of uneasiness has increased both in Germany and Austria. Prices showed a tendency to revive on Friday. In Americans, Louisville & Nashville declined 14; St. Louis & San Francisco preferred, 10; do. common, and Cairo & Vincennes common and preferred, 6 each; Denver & Rio Grande and Wabash preference, 5 each; Wabash ordinary and St. Louis Bridge preferred, 4 each; Erie preference, Ohio & Mississippi, and Oregon & California preference, 3 each; Central Pacific and Lake Shore and Canada Southern, 2 each; Anglo-American Cable, 1; do. deferred, 1; do. preferred, 2."

HAY NOT A MANUFACTURED ARTICLE.

[illegible] *Times*, Feb. 24. — Several millions of dollars' worth of hay is imported from Canada every year. The Government has collected hitherto 20 per cent. duty on the importation upon the assumption that hay is a manufactured article, as the hay would justify a duty of but 10 per cent. if it is not an article manufactured. During the last year some 80 suits have been brought against the collectors at Plattsburg and Ogdensburg to recover back duties paid in excess of 10 per cent. In October last the case of Frazer against Moffitt, Collector at Plattsburg, Mr. Townsend, United States District Attorney, endeavored to show that hay was a manufactured article. The jury found a verdict against the Government, and Mr. Townsend made a bill of exceptions to review the finding. Judge Blatchford has just decided upon the bill of exceptions that the jury were justified in their finding, and refused to grant a new trial. So hay comes in in competition with our farmers on payment of a duty of 10 per cent. It is said the decision will make a decrease in customs revenue of from $250,000 to $500,000 a year.

WHERE CORSETS COME FROM.

Mr. Catlin, the American Consul at Stuttgardt, in the Kingdom of Wurtemberg, writes a statement of the corset trade of that country, especially with the United States. The manufacture of woven corsets in that Kingdom began in 1848. Its progress was slow until in 1856, orders from the United States have a strong impetus to the trade, but the great development of the trade began in 1865, at the close of the war in the United States. Since that time, one-third of the total value of all the exports of Wurtemberg to the United States has been in woven corsets. The total annual production (in 1880) of corsets in the Kingdom is 1,250,000, valued at $750,000, requiring 40,000 pounds of cotton yarn. The industry requires sixteen distinct processes in the change of the raw material to the finished corset. These are the weaving, cutting out, stitching, stamping, embroidering, insertion of whalebones, punching eyelet-holes, washing, starching, shaping, ironing, eyeletting, clasping, measuring and boxing. In the manufacture of these goods 1,700 hand looms and about 4,500 persons are employed. About 1,700 are male weavers. All the work except the weaving is done by female operatives, and most of the work is done at home. These women get on an average of $6.50 per month, and the male weavers from $17 to $18 per month.

TRADE IN CROCKERYWARE.

The total shipments of crockeryware from Great Britain to the United States during 1881 were 93,032 crates, against 99,977 in 1880. A strike in the Staffordshire potteries interfered with shipments toward the close of 1881, but it was ended early in January, 1882; there has also been some scarcity of certain kinds of Staffordshire ware on account of the strike. The run upon decorated ware which began with the Centennial continues, and the demand for it is almost greater than the trade can supply. American potteries keep to the commoner grades of white ware, but some advances are being made in decoration, chiefly, however, in making goods with simple bands of color. The prices of fruit-jars are now being discussed by buyers and sellers. At a recent convention of manufacturers of green glass, held in Washington, prices for all dealers were fixed upon, and it was decided that a rebate of $1 per gross should be given to those dealers who should not cut the rates fixed by the manufacturers, who also agreed to close up during July and August so as to prevent over-production and cutting of prices among themselves. The trade is therefore now upon close margins, and the business is down to a fine point, so to speak. The lamp trade is very active. The laws of the different States making it illegal to sell combustible oil have given the people in those States more confidence, and the use of coal oil has increased. Such lamps are now in use upon ocean steamers, in factories, etc., where their use is considered fully as safe if indeed not more so than gas. Decorations upon lamps continue as extravagant and handsome as ever, and the new burners, so extensively used, prevent smoking and odor.

ONTARIO TRADE BENEVOLENT ASSOCIATION.—A meeting of hotel-keepers and others interested in the licensed liquor trade for the West Riding of Middlesex was held at the Queen's Hotel, Strathroy, yesterday, when Mr. Hodge, of Toronto, the Secretary of the Ontario Trade Benevolent Association, was present for the purpose of explaining the objects of the association. He formed a branch here for the West Riding, and visits Ailsa Craig on the 14th of March for the purpose of organizing a branch there for that riding. There will then be a branch in every Riding of the county, and the trade will be thoroughly organized for the purpose of defeating the Scott Act, if submitted.

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