

CHINESE WHEELBARROWS.

The wheelbarrow man wears across his shoulders a strap which is attached to the shafts on each side. Boxes, bales of goods, or whatever the load may consist of, are secured to the wheelbarrow by ropes. There are seating accommodations for four people, two on each side, and a cushioned seat is provided for the passenger, who generally sits with one leg resting on the front of the barrow and the other hanging over the side in a rope loop, which serves as a foot-rest. On the Great Plain wheelbarrows are occasionally seen with a sail set, when a fair wind proves to be a great help to the trundling of the barrow over a level way.

Since the institution of cotton mills at Shanghai, the wheelbarrow has been extensively used as a passenger vehicle, especially for carrying workwomen to and from the mills. One man can wheel six women for a distance of about three miles, morning and evening, the charge being 1s. 5d. per month. The average earnings of a wheelbarrow man are about 8½d. per day. About 4,000 licenses are issued monthly to the same number of wheelbarrows plying for hire in the streets of the foreign settlements at Shanghai, where, being under the municipal regulations, they are perhaps the best in China. Sometimes as many as fifty barrows may be seen in the streets, travelling one behind the other, each carrying two barrels of English Portland cement and pushed by one man.

THE WINTER PORT.

Now that the clouds have blown away and the tempest in the teapot has subsided, the people have an opportunity to realize that they have been fooled by the enemies of Mr. Blair. A few days ago the *Sun* was howling lustily that the winter trade of St. John had been ruined because the ships of the Beaver line were to call at Halifax for the mails. The attitude of Mr. Blair has been daily misrepresented, the policy of the Government was sneered at, and no effort spared to render the winter steamship service a failure this year. But the *Sun* has failed in its plans. The Government has brought the steamship companies to its terms, and we will have a better service this year than ever before. The London service will be performed by the Allans and Thomsons, of St. John. Contracts have been signed by the Donaldson and Head lines. The Furness line will come here as usual, and the Beaver line will give a weekly instead of a fortnightly service. The winter trade of St. John will be doubled this year, as compared with last year. The credit for this is largely due to Hon. A. G. Blair, who, in the midst of many difficulties, and in the face of opposition that would have discouraged a less-bold man, has proved himself a genuine Canadian, and has accomplished what Mr. Foster failed to do—cut off all Canadian subsidies to steamers making their port of destination in a foreign country. The undoing of the *Sun* is a great victory for Mr. Blair and the people of St. John.—*St. John Gazette*.

FISHING NOTES FROM NOVA SCOTIA PORTS.

The off-shore fishing business is about over for another season, says the *Shelburne Budget*. One or two of the Shelburne boats are already laid up, and others will shortly go into winter quarters. The boats have done poorly this year. The fishermen at Cape Negro Island are making immense hauls of herring. Boats from other countries are on the scene and sharing in the harvest.

A prominent fish dealer of Halifax has been talking to the *Herald* about herring and mackerel, and he says that Nova Scotia fishermen do not cure fish properly, and that they are too careless about cooperating. The result, he says, is that they do not get as large a price for their fish as they otherwise would. He thinks the

Government should send a capable man around the fishing districts to teach the fishermen how such work should be done.

Clark's Harbor *Coast-Guard* says: "The herring fishery at this place has far exceeded in volume and value the output of any previous year. The run of fish was large and steady withal, and the continued moderate weather was in the highest degree favorable to netting operations. Fishermen thought they would do well if they secured enough for lobster bait. Fully 8,500 bbls. have been taken here, nearly half of which has been reserved for the purpose. About 5,000 bbls. have been sold, principally in Halifax, at an average price of \$3 for large. These shippings have cleared in the aggregate \$10,000."

A cargo of 2,000 qtls. of dry Bank codfish from Lunenburg has been sold to arrive at Boston, and is the first cargo of Nova Scotia codfish to be sold in this market for a number of years. These fish take the place of French codfish, on which the duty is now prohibitive. The provisions of the new Tariff bill provide that the duty on fish coming from foreign countries shall be levied according to the bounty paid by that country to its fishermen, and as France gives her fisherman a very liberal bounty, the duty on French fish is tremendously high.—*Cape Ann Mass., Breeze*.

A CARGO OF SALMON.

Particulars of a load of British Columbia canned salmon are given by the *Victoria papers* of the 9th instant. Its value is almost a quarter million dollars. The Swedish ship, "Lady Lina," Captain Svensen, is now fully loaded, says the *Times*, and to-morrow she will leave Steveston for the Cape. She will take in all 59,825 cases of salmon, the total value of her large cargo being \$240,975. The individual shippers who are sending salmon to the United Kingdom on the "Lady Lina," and the amounts they are sending, are appended:

	Cases.	Value.
Walter Morris & Co.....	24,877	\$99,608
R. P. Rithet & Co. Limited.	7,761	35,403
J. H. Todd & Son.....	7,000	28,250
Fraser River Canning Co..	4,600	18,400
Findlav, Durham & Brodie.	1,838	4,414
G. J. Wilson.....	6,000	24,000
Robt. Ward & Co., Limited.	7,750	31,000

LECTURES ON BUSINESS SUBJECTS.

A very desirable series of lectures by leading men of Winnipeg is arranged by the Collegiate Institute of that city. The second was delivered last week by Mr. F. H. Mathewson, manager of the Canadian Bank of Commerce, the subject being "Banking." The lecturer, after defining a bank, gave a brief history of the origin and development of banking institutions. The various functions of these were then clearly explained, the English, the United States, and the Canadian banking systems being compared in outline, and the excellencies of the Canadian system pointed out. The qualifications of young men seeking to enter the banking profession were then dwelt on. Good character, good manners and intelligence, are essential. After admission to the service of the bank, promotion is made on merit, seniority counting when other things were equal. The system of transfer from place to place is part of the system of bank education. A man thus got acquainted with every kind of business.

A very interesting illustration of the variety of business operations with which banks in Winnipeg had to deal was then given as follows: "We cashed a draft on Monday, drawn upon us by a bank in Hamburg; on the same day we were advised of a payment made at Malaga, Spain, on a letter of credit issued by us for the purchase of nuts. A few days ago we cashed a cheque drawn on a bank in New York by a railway company at Buenos

Ayres. A draft was paid by us drawn on another bank here by a bank at Nice, France. A letter of credit was issued on us by a bank in Sydney, New South Wales, against a shipment of flour. We recently issued a letter of credit to provide for the purchase of teas at Yokohama, China; and not long ago established a credit by cable to provide for the purchase of currants in the city. Not long since this bank negotiated a draft drawn on London by a bank in South Africa, and about the same time paid a draft issued from Uruguay. A credit was presented to us not long ago by a wealthy sugar planter residing in Hawaii, and we occasionally cash drafts on us by a bank in Calcutta. We get remittances from Newfoundland and yesterday we received a cheque from the other extremity of the North American Continent, viz., the Yukon."

The next lecture of the course will be delivered on December 2nd by Mr. Bole, on the subject of "Credits."

COST OF BUILDINGS.

With materials and labor at the same price, two buildings of the same character, although of different sizes, will be found to cost approximately the same per cubic foot; hence the cost of a proposed building may be closely estimated by multiplying its cubic contents by the known cost per cubic foot of a similar structure built in the same locality. The cost of similar buildings in other localities can be estimated according to the difference in cost of labor and material.

The cost per cubic foot of well-known buildings in various cities was as follows: Kookery building, Chicago, 11 stories, iron and steel interior, 10 passenger elevators, 32 cents per cubic foot.

Monadnock building, Chicago, 16 stories, rich marble work, 42 cents. Masonic Temple, Chicago, 20 stories, 14 passenger elevators, rich marble work, 58 cents.

New England Mutual Life Ins. Co.'s building, Boston, granite, fireproof, 60 cents.

Herald building, New York, 200x140, 2 stories and attic and damp-proof basement, 46 cents.

Six to ten-story office buildings in New York, 30 to 60 cents.

Wainwright building, St. Louis, 10 stories, 25 cents.

Union Trust building, St. Louis, 14 stories, 28 cents.

Equitable Life Ins. Co.'s building, Denver, Co., 9 stories, first story marble wainscoted, 9 feet high, 42 cents.

Ernest & Crammer building, Denver, 8 stories, pressed brick fronts, 17 cents.

Crocker building, San Francisco, 10 stories, steel-skeletoned, 63 cents.

Athletic Club buildings, about 24 cents. Libraries, from 26 to 44 cents.

Dwellings, Boston, frame, 8 to 10 rooms, 11 cents.

Dwellings, Denver, first-class, stone, steam heat, 17 cents.

Brick cottages, East, one-half story, 10 cents.

Brick cottages, East, one-half story, 10 cents.—*American Architect*.

HALIFAX AND ST. JOHN.

St. John Tory papers declare that in the matter of the Beaver line contract St. John's interests have been sacrificed to those of Halifax.

Halifax Tory papers say that Halifax has been side-tracked by Blair in the interests of St. John.

Intelligent people say that—pending the establishment of the fast line, when Halifax must necessarily be the winter port—the arrangement as a temporary one is satisfactory—it places Halifax in as good a position as she was before, it substitutes St. John for Portland, and it obviates the necessity of Canadian mail steamers making their Atlantic terminus at a foreign port.—*Halifax Chronicle*.