

The Leading Wholesale Trade of Toronto.

DOBBIE and CARRIE

IRON BLOCK,

No. 3 FRONT STREET WEST,

invite inspection of their stock which is large and well assorted in each department.

COTTONS, WOOLLENS, LINENS

SMALL WARES,

FANCY GOODS, VELVETS, &c.,

Orders by mail promptly and carefully filled.

DOBBIE & CARRIE.**BOOTS AND SHOES**

WHOLESALE.

CHILDS & HAMILTON,

MANUFACTURERS.

THIS Business was established in 1847, and is continued at the OLD STAND, No. 7, Wellington St. East, Toronto.

Our Productive Power has so much increased, that we are now producing all classes of Boots and Shoes, and of just the kinds required by our largely increasing TRADE. We have only to say that all dealers in Boots and Shoes requiring goods to suit the wants of this Province, will do well to send their orders to, or call on

CHILDS & HAMILTON.

Factory and Warehouse—No. 7 Wellington St., Toronto.

them out of the reach of a remedy. Such a law would doubtless be unconstitutional, and cannot be suffered to remain on the Manitoba statute book, if indeed an act so flagrantly unjust has been placed there.

IT IS A too common failing among the sons of merchants in entering upon the duties and responsibilities of a business career, to rely upon their father's reputation, and to assume an air of dignity, if not *hauteur*, that in no way contributes to success. They forget that the key to success lies in patient perseverance, and earnest individual endeavor, and that their credit must rest on personal fitness for their position, and unblemished integrity rather than on any effect created by extravagant display, and assumed airs of supreme gentility. A worthy leather merchant, accustomed to frequent the New York market, and in the habit of selecting his stock in his shirt-sleeves, carefully inspecting the quality of his purchases, at his death left a handsome patrimony to his children. Two sons who succeeded to the business in due time, presented themselves in the same market, and waited upon the house with which their father had been accustomed to deal, arrayed in elegant modern costume, which received the finishing touch by an elegant gold-headed cane. Enquiring for leather, they were politely shown through the extensive stocks on sale. Instead of carefully examining the goods, they were satisfied by a few enquiries, negligently looking at the stock at a distance, and occasionally tipping up a corner with the point of their cane. On going out, with a promise to

return shortly and complete their purchases, the head of the firm quietly remarked to a friend of ours who happened to be on the spot, "What simpletons! I shall not sell them a dollar's worth of leather." In explanation of this statement he said that notwithstanding their means, success was impossible in that line of business to men of their stamp. A case not altogether dissimilar has just come to our notice, very much nearer home. The scion of a careful and prudent merchant having succeeded to his father's business, and giving his mind rather to ostentatious display, and his attentions obsequiously to the fair sex rather than his business, has come to grief. His habits, when abroad, attracted special attention, by his attempts to create an impression by the free and easy style of his expenditure. When in London, nothing less than the guinea seats at the Handel festival suited the loftiness of his ideas; and decked in the most correct attire, surrounded by a bevy of ladies, he filled the most prominent half-guinea seats at the Patti concerts. Did the result of such folly affect none but himself, we should have passed it over in silence, but when worthy partners and trusting creditors suffer, such conduct becomes a just object of censure. The name of the individual in question will shortly grace the columns of the *Gazette* among the list of insolvents.

RECENT U. S. LAND GRANTS TO RAILROADS.

—The aggregate is 162,000,000 acres, or more than five times the entire area of the Empire State of New York. The record is compiled from official sources, and shows the land granted to railroads between March 4th 1869, and July, 1870. Previous to this the Pacific Railroad Companies had received in the aggregate 82,000,000 acres.

Chicago and Northwestern.....	188,801
Bay de Noquet and Marquette.....	128,000
Marquette and Ontonagon.....	243,309
St. Paul and Pacific.....	560,000
Branch St. Paul and Pacific.....	760,000
Minnesota Central.....	200,000
Winona and St. Peter.....	690,000
Memphis and Little Rock.....	365,532
Cairo and Fulton.....	965,439
Little Rock and Fort Smith.....	458,771
Iron Mountain Railroad.....	586,000
Cairo and Fulton.....	182,716
Iron Mountain.....	1,400,000
Jackson, Lansing and Saginaw.....	1,062,450
Flint and Pere Marquette.....	856,822
Lake Superior and Mississippi.....	800,000
Minnesota Southern.....	735,000
Hastings and Dakota.....	550,000
St. Joseph and Denver City.....	1,700,000
Kansas and Neosho Valley.....	2,350,000
Southern Branch Union Pacific.....	1,202,000
Placerville and Sacramento.....	200,000
California and Oregon.....	1,540,000
Atlantic and Pacific.....	42,000,000
Northern Pacific.....	20,000,000
Stockton and Copperopolis.....	320,000

Say 79,984,940 acres, which, with above 82,000,000 make a great total of nearly 162,000,000 acres of land. All these grants, except for the Pacific Roads are quite recent. 23&82,

BROOM CORN IN CHICAGO, OCT. 1ST.—The market is firm for the new crop with light receipts and active demand. Prices are \$10 to \$20 per ton higher on receipts of new. Old in good supply at unchanged prices.

PROSPECT OF BREADSTUFFS.

Mr. H. Kains-Jackson, an accepted authority, estimates the English wheat crop to be fifteen per cent. deficient. *Mark Lane Express*, the great British agricultural journal, is less sanguine than Mr. Kains Jackson, while Mr. James Sanderson, another great authority, is less hopeful than either. He estimates the wheat yield at 22 bushels per acre, or eight bushels less than the average, 8 bushels less than last year, 2 bushels less than 1869, 14 bushels less than the great crop of 1868, and about the same as 1867. He states the actual yield in 1868 as 134,000,000 bushels; in 1869, 96,000,000 bushels; in 1870, 104,000,000 bush.; and his estimate for this year, assuming that the area of wheat is equal to that of last year, is 76,000,000 bushels.

From the Continent, the harvest accounts are also a good deal mixed. A French authority of some repute states that the wheat crop of France is fully twenty-five per cent. below the average, which is stated to have been, of late years, about 15 hectolitres (2½ bushels each per hectare, equal to 16½ bushels per acre, or a total of from 110 to 112 millions of hectolitres); the yield in 1868 was 116,783,000 hectolitres, or one of the best years known. In 1869, the total fell to 107½ millions; the returns for 1870 have not yet been published. The same authority estimates the yield this year at a little more than 10½ hectolitres per hectare, or an aggregate of 78,523,000 hectolitres. Estimating the consumption at from 100 millions, there remains a deficit of 22 millions to be provided for. In ordinary circumstances, this void would be of little importance; in 1867, for example, the yield was only 83 millions, and the deficit of 17 millions was imported without difficulty. This year, however, other countries are likely to be large purchasers; agriculture in Germany as well as in France having been neglected in consequence of the scarcity of labor, arising out of the war. The crops in Russia appear to be very unequal; the yield in the south will be good, although the last accounts from the Sea of Azof are less favorable than before; in the centre, and in the west especially, the crops are generally bad. The adices from Turkey and Egypt are, on the other hand, good, as well as from the Danubian Principalities, notwithstanding the inundations from which the crops suffered in the early part of the year. While no fear of absolute scarcity is expressed, it is admitted that purchases will be effected under difficulties, further increased by an active competition among buyers. France has already made liberal drafts upon the Baltic and this country for wheat, but it is altogether likely that further considerable purchases will have to be made here. Great Britain, too, will without doubt, continue to be a sufficiently liberal customer for both wheat and Indian corn, to absorb the bulk of the surplus that can be brought from the interior during the autumn and winter months. In such an event, there would seem to be fair margin for a further moderate advance in prices, and a lucrative business for the shipping likely to be attracted here. Exporters continue to give wheat the preference over flour, even at a price relatively higher. This has borne with so much severity upon our milling interest, as to have considerably curtailed the production of flour, which, if persevered in, can hardly fail to restore the equilibrium of prices in due time. Our corn is something altogether unprecedented this year, and all the indications point to an enormous exportation to Great Britain and Ireland. The outlook for this department of trade is therefore highly promising.—*Shipping List.*