

aging \$10,000 a month over those of a year ago, including those from Sunday cars. The total value of buildings erected in 1897 was \$951,130, as compared with \$657,168 in 1896. The following shows the number of animals which passed through the market in last two years and weighing fees paid:

	Cattle.	Sheep.	Hogs.	Weighting fees.
1897.....	136,155	88,469	217,795	1,092
1896.....	104,887	95,675	193,194	1,119
Increase.....	31,268	-7,206	24,601	-27

The Harbour Master's report gives 2,988 as the number of arrivals at the port of Toronto in 1897, as compared with 2,820 in 1896. The total trade of the port is stated as about 2,000,000 tons. The receipts of coal by water and rail were 534,320 tons, and packages of fruit which entered the port by water numbered 570,660, being 319,484 more than in 1896, much of the increase it is stated being attributable to lower harbour dues. All our Toronto visitors report encouragingly as to improved trade and its brighter prospects.

Goods for China.

As the export trade of Canada with China is in its opening stage, it is of the utmost importance to avoid making that first false step which a proverb tells us is often fatal. Every market has its local peculiarities, not only in the general form and quality of goods acceptable to consumers, but in such matters as packing, and the decoration of boxes, packages, labels, etc. Manufacturers and exporters who are shrewd study these peculiarities and comply with local habits and tastes. The American Consul at Hong Kong has reported that "British makers absolutely decline to alter their system of packing candles to that adopted by continental markets, consequently they have lost the whole trade." Mr. Gardner, English Consul at Amoy, says: "The sale of foreign goods has been greatly crippled by having some label placed upon them that was offensive to Chinese superstition or tastes. Many colors have peculiar recognition by the people; some offend their tastes and others their superstitions. Some are all right on some kinds of goods and all wrong on others. The Chinese will often buy biscuits, needles, thread, matches, soap, medicine, scent, sweets, etc., for the sake of getting a lucky label. Some colors and combinations of colors are to the Chinese unlucky. The grotesque and even hideous tickles the fancy of the dwellers in "Far Cathay." No description can supply adequate information to an engraver or colorer by which he could produce the real thing, and any departure from the Chinese fancy in such things would brand the goods at once as the product of a 'foreign devil' and doom it to defeat." It will pay Canadian manufacturers to study the Chinese market, as by skillfully catering to the tastes of the people of that Empire Canada might do a very large export business with the merchants of China.

A pointer for Underwriters.

During the investigation going on in Toronto in regard to the circumstances connected with the fire at the Job Eaton & Co.'s departmental store, one of the proprietors and a manager were examined. They both testified that the advance put upon dry-goods on invoice price ranged from 40 to 60 per cent. So that if they were insured for one-half of their alleged saleable value, and then burnt, the owner suffered no loss, but probably made a good stroke of business by getting rid of stale stock for cash. The witnesses were examined as to bargain sale prices. Before answering Mr. B. B. Osler warned them that: "He that advertises that which is false for the purpose of getting money creates a crime. Of course you avoided that?" Advertisements were produced announcing a reduction in price of goods from the "regular price" of 20 cents to 5 cents, 19 cents to 9 1-2 cents and other "cuts." The witnesses declared that these "regular price" quotations were false, or, as Mr. Thompson said, "fictitious." The insurance companies, it would seem, give their patrons a "bargain day" when they pay claims based upon the selling prices of the stocks they have insured.

Intercolonial Branches.

The policy of extending the Intercolonial Railway to this city has raised a question of some complexity which will probably develop others that are likely to cause friction between the Provinces. Owing to the proposal to add the Canada Eastern to the Intercolonial System, an impression is abroad that other branches of the national line will have to be acquired, just as the Grand Trunk and Canadian Pacific have secured control over, or the ownership, of the lines which are "feeders" to their main road. The desirability of this policy undoubted as the facilities and economies of traffic are greatly enhanced by a trunk line having subsidiary ones, that are practically its branches, brought under one management. Respecting the Canada Eastern, it is urged that it would give the Intercolonial an extension to the seaboard, thus making a new connection over the national railway from Montreal to the coast. This raises the question we have alluded to as to the justice or wisdom of the Dominion Parliament purchasing branch railways for the purpose of consolidating and extending the Intercolonial system? If this policy is to be pursued at all, it will have to be thorough, as nibbling first at one local branch and then at another in a course of years will only lead to confusion, jealousies and inadequate results for the expenditure. There are now 16 railways that are feeders more or less to the Intercolonial. Their aggregate length is 993 miles; these roads and their equipments cost \$19,453,000. Their gross earnings per mile range from \$150 to \$3,081. Eight of these lines, extending 384 miles, which cost \$5,131,000, earn from \$150 to \$340 per mile. The Canada Eastern, which it is proposed to